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Hongkong Daily Press.

ESTABLISHED 1857

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[a1342]

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Hongkong, 1st October, 1905. [a2771]

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Hongkong, 12th July, 1905. [135]

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must be thoroughly competent.
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Hongkong, 6th January, 1906. [160]

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GOVERNESS in a respectable English
Family. English experience and exceptional
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Hongkong, 3rd January, 1906. [133]

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Hongkong, 5th January, 1906. [154]

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THE latest Method of the AMERICAN
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37, DES VUEX ROAD CENTRAL.
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Hongkong, 4th September, 1905. [2056]

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Consultation Free.
Hongkong, 21st September, 1905. [2174]

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Hongkong, 12th January, 1905. [220]

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Hongkong, 21st September, 1905. [2355]

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A MONTHLY ILLUSTRATED MAGAZINE.

OPINIONS OF THE PRESS.

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vigorous pen."—N.C. Daily News, 30th
October, 1905.

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Hongkong, 12th December, 1905. [a2803]

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Hongkong, 29th December, 1905. [a33]

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Hongkong, 27th May, 1905. [a2665]

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[a232]



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[a165]

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Hongkong, 16th August, 1905. [1905]

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S. MINAMI, Manager, Hongkong.
112

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.
131 Bedrooms.
Elegantly Furnished Reception Rooms.
Private Bar and Billiard Rooms for Hotel
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Hydraulic Lifts to each Floor.
Electric Lighting and Fans.
Every Comfort.
Ladies' Afternoon Tea Rooms.
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CHARGES MODERATE, AND NO EXTRAS

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Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

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Hongkong, 24th July, 1905. [a2410]

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HAS been re-opened, under European
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as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Huanchan*), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOAVISTA."
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a241 THE MANAGER.

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MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
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Every Comfort and Convenience for Residents
and Tourists.

WM. FARMER,
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a2696

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EDUCATION for the Sons of Europeans
under qualified and experienced Masters.

MAGNIFICENT CLIMATE. NEW
SCHOOL HOUSE in an excellent position
by the sea. RECREATIONS—Cricket,
Football, Sea Bathing, Boating, etc.
School RE-OPENED February 6th.

HERBERT L. BEER, L.C.P.,
Head Master.
Hongkong, 15th December, 1905. [2832]

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Established 1719,
CHAMPAGNE GROWERS AND
SHIPPERS.

Ship only the Finest Quality
Extra Dry (Green Label).
LAURE WEGENER & CO.,
Sole Agents.

Hongkong, 17th May, 1905. [122]

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MERCHANT NAVY
NAVY BOILED
LONG PLAX
RELIANCE CROWN
TARTANING

ARNHOLD, KARBURG & CO.
Sole Agents.
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AUTOMATIC MAUSER

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CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1905. [45]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,
have now 40,000 Cubic feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901. [147]

INTIMATION



A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

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Per Doz.

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C.C. SUPERIOR OLD PALE DRY, NATURAL SHERRY, RED SEAL CAPSULE... 16.00

D. VERY SUPERIOR OLD PALE DRY, CHOICE OLD WINE, WHITE SEAL CAPSULE... 18.00

E. EXTRA SUPERIOR OLD PALE DRY, VERY FINEST QUALITY (old bottled), BLACK SEAL CAPSULE... 27.00

"D." AND "E." ARE FAVOURITE WINES ALL OVER THE FAR EAST AND ARE SPECIALLY RECOMMENDED.

A. S. WATSON & CO.,

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130.

NOTICE TO CORRESPONDENTS.

Our communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, and for publication, but no evidence of good faith. All letters for publication should be written on one side of the paper only. No communications should be sent to the Editor unless they are accompanied by a return address. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only cash. Telegraphic Address: Press, Codes A.B.C. 14 24. 11th Floor, P.O. Box 85, Telephone No. 12.

BIRTHS.

On December 19, at Shanghai, the wife of C. W. Thomas, of a daughter.

On December 30, at Shanghai, the wife of Mr. S. I. HANSEN, of the Imperial Customs Service, of a daughter.

On December 31, at Shanghai, the wife of John Harvey, of a daughter.

On December 31, at Shanghai, the wife of Captain HANS SCHLEGEL, of a daughter.

MARRIAGE.

On January 6, at the Peak Church, MARY LOUISA, daughter of EDWIN BARLOW, London, to WILLIAM LEONARD CARTER. (179)

HONGKONG OFFICE: 10A, DES VOGES ROAD. C. LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 9TH, 1906.

Some private advices, belated because they had waited for the French mail which arrived yesterday from Shanghai, fully confirm the impression we gained of the anti-foreign outbreak at the northern port. They also add details which, doubtless from motives of delicacy, were ignored by the newspapers published there. We see no harm in mentioning that a common form of Chinese mob violence was not wanting to complete the tale of horror. As in 1900, as at Linchow, on almost every occasion of the kind we can recall, foreign women were treated to the nauseous kind of attention which seems to obsess the mind of the Chinese rowdy when on mischief bent. Ladies who happened to be abroad at the time the disturbance broke out had much ado to reach their homes with their clothing intact; and it was doubtless the complaints they made privately, in their homes, that inspired the guerilla warfare against the mobs, some of the manifestations of which were at first regarded as doing no credit to the reputation of the white man. In one case, and this particular one was reported by the Sunday paper published there, one woman—a respectable Japanese

—was completely denuded in the streets. This behaviour of Chinese mobs we would not have overlooked, as it strongly supports our previously expressed views with regard to the presence of women missionaries inland. It is not a question of locking the stable door after the horse has been stolen: this particular horse will be repeatedly stolen in China, so long as the Chinese Government remains as impotent and inept as we know it to be at present. There is a good deal of nonsense talked about "the Chinese," and we are liable at times to have our position misunderstood by people who forget that there is no more homogeneity in China than in any other country. When we smile at Europe's complacent assumption that it has introduced "civilization" to one of the oldest civilizations in the world, we are not inconsistent if we immediately find it necessary to emphasise the fact that barbarism is also present in its worst forms in this ancient empire. No one would dream of measuring the calibre of "the English" by the White-chapel hoodlums or the Lanchester pitman. In China we have to take account of peerless wisdom at times; and still admit that everywhere it has hoodlumism on a greater and viler scale than can be well estimated, save on such occasions as its manifestations become prominent. No English gentleman will strike a woman; there are plenty of English hoodlums who kick them and dance on them with clogs. No Chinese gentleman views these doings of his baser compatriots with approval; but it is well to remember that the immemorial status of Oriental woman is different to that of her European sister, and that when mob brutality and worse is astir, we have to expect things. It is the conscientious belief that the intrusion of the emancipated foreign woman into a country unprepared for her is a serious mistake that emboldens us to repeat ourselves, at the risk of seeming to curp unduly. We again submit that men missionaries who insist upon the desirability of women helpers in such a dangerous field of endeavour, after the numerous shocking lessons we have had, expose their motives, however good, to misconception; and we hope that they will think seriously of resuming their labours on more scriptural lines; that is to say, without dragging in helpers who have, as we have seen, always to bear the brunt of the worst kinds of opposition.

A new point suggested in our correspondence from Shanghai seems to be one arising from the claims for compensation, which H. E. CHOU FU declares are improper, as the foreigners do not allow the Chinese authorities to send in soldiers to preserve order in the Settlement. This is a shrewd and characteristic stroke, none the less hard to answer because its fallacy is felt, rather than seen, by all who know the kind of order that attends the ministrations of Chinese "braves." It seems *prima facie* just to say that if the foreigners insist upon maintaining order themselves, they should not expect the Chinese to pay for their failure. No such claims would have been made if the Chinese had left them the unimpeded control; but we know how jealously the officials have kept thrusting their fingers into the pie; and there is also the suggestion that they had a good deal to do with fomenting the disorder. The argument, however, is but one more illustration of the anomalous state of things at Shanghai.

The A. D. C. at Shanghai are playing "The Prisoner of Zenda."

The Japanese have finished the repair to the dock at Port Arthur. It can now take in six-thousand-ton vessels.

A baseball match has been arranged to take place next Saturday afternoon at Happy Valley between a team from the S. M. M. and the Hongkong Baseball Club.

The Imperial German Mail steamer *Prinz Eitel Friedrich*, which left here last Wednesday at noon, made a quick passage to Singapore, reaching there at 8 a.m. on Sunday, that is to say, in 3 days 20 hours.

A cruiser squadron consisting of the *Diadem*, *Satzei* and *Hogue* left Hongkong yesterday afternoon for the Philippines and afterwards for Saigon. The visitors will be entertained both by their American and their French hosts. The *Diadem* is the flagship of Admiral Sir Gerard Noel.

By kind permission of Lt. Col. Aitken and Officers 119th Infantry the Band of the Regiment will play the following programme at the U.S.E. Club, Kowloon, to-day, commencing at 4 p.m.—

March..... "The Avenue"..... Ord. Hamet
Overture..... "Pendant le Bal"..... Ernest Gillet
Waltz..... "The Gondoliers"..... Sullivan
Selection..... "The Gondoliers"..... Sullivan
Song..... "Mona"..... Adams
Two-step..... "Jolly Negroes"..... Berger

Shanghai now has a Registry Office for native servants; started by a Mr. S. Jorgensen at the new year.

The Americans in Shanghai, in view of the recent riots, are setting about the formation of a "military company."

The Japanese Government has received and is considering the final report of the negotiations with China re Manchuria.

So far, there have been no plague cases in the new year. There were, on Jan. 6, two cases of smallpox and two of enteric.

The Shanghai has approved the establishment of a railway school at Peking under the superintendence of H.E. Tang Shao-yi.

General Sakharoff was murdered, it is reported, by a woman, owing to his harsh treatment of revolutionaries.

Seven hundred thousand Japanese are said to be starving in the north of the empire, owing to the failure of the rice crop.

Baron Kodama has returned to his beautiful house at Taihoku, Formosa, and resumed the Military Government of that colony.

From the Vacuum Oil Company there comes a wall calendar for 1906, in three streets, each bearing a tasteful drawing.

Two hatches, Nos. 5 and 6, of the H. A. L. S. *Brigandine*, are reported to have been on fire at Yokohama on Jan. 4. Apparently the fire was subdued quickly.

The Spanish cruiser *Cardinal Cisneros* was lost through her having no chart for the 1830 The rock on which she struck is plainly marked on the British chart.

A Chinese Imperial Decree issued on Dec. 26, by the Emperor, repeatedly uses phrases equivalent to "the Dowager-Empress commands," "Her Majesty orders," and so on.

The Japanese did not insist upon including in the treaty with China the right to establish banks in Manchuria, as "all foreigners will have such privileges in the new treaty towns."

It is understood that the dispatch boat *Alcega* will proceed at an early date to Singapore to meet H.R.H. Prince Arthur of Connaught and provide an escort to Hongkong.

Prince Tai Hsun (brother of the Chinese Emperor) is going to Japan to study the political institutions of that country, his expenses being paid out of the funds of the Imperial Household.

An article (in English) in the *Nanyangpao* of Jan. 4 deals with the need of well-organised police in China, which, it says, is just as important for China as the organisation of a new army to defend the country.

Viceroy Chang Chih-tung is making some further amendments to the new Mining Regulations, which, it is feared, will not be ready for submission to the Board of Commerce within the present Chinese year.

The Japan Times correctly remarks that the Japanese who were alleged by the London Times to have taken part in the recent riot in Shanghai were "probably Chinese wearing their hair short and their clothes foreign style."

It is stated that the Russians held back 228 Japanese prisoners whom they had promised to deliver up at Changin on Dec. 19, for fear that they should tell the real state of affairs at Harbin, where they have been detained.

The return of visitors to the City Hall Library and Museum for the week ending Jan. 7 shows that of non-Chinese there were 236 to the Library and 97 to the Museum; and of Chinese 101 to the former and 2,262 to the latter. The Library was therefore used by 337 persons, and the Museum by 2,359.

The Ojo Colliery Co., which was formed about twelve years ago, and was so unsuccessful at first that it was on the verge of dissolution, has been so rehabilitated by its present directors, Messrs. Y. Kawai, and Y. Hamamoto, that it has declared an interim dividend at the rate of 25 per cent per annum, besides adding a large sum to reserve.

According to the report of H.E. Chao Erh-shun, the number of inhabitants of the Three Eastern Provinces killed during the war is estimated at 20,000, while the damage to Chinese property is put at Tls. 21,000,000 by the Mukden fighting, and Tls. 45,000,000 by other engagements. Baron Komura will bring the question of compensation before the Japanese Government and the Russian Government is also to be approached.

The Japanese Government has decided to appropriate the sum of Y8,500,000 to be used in the improvement of the harbour at Yokohama—dredging, breakwater works, landing facilities, &c. The scheme of work is to be completed in six years, and of the cost, the Municipality of Yokohama will bear one-third. To meet this expense it is proposed to issue municipal bonds. A foreign capitalist is already reported as prepared to undertake the whole amount.

The Indo-China Steam Navigation Company's new coasting steamer *Komshing* arrived at Shanghai from Hainan on Jan. 4. She was built by Messrs. Hall, Russell and Co. of Aberdeen, and is intended for the Shanghai-Tientsin run. She has beautifully fitted state-rooms, saloon, and smoke rooms, and has a speed of 13 knots, her net registered tonnage being 1,333. On Oct. 9 last year she left Hamburg for the Philippine Islands, where she loaded a cargo of sugar for Shanghai.

Some Chinese coiners have been discovered at Shanghai who, in a cellar, had machines with which they were turning out five hundred twenty-cent pieces a day, all excellent imitations. They all had long sentences of imprisonment.

The N.C. Daily News of Jan. 3 says:—Two-thirds of the bluejackets who have been ashore defending the Settlement returned to their vessels yesterday, the authorities holding that the situation at present does not require more than a small guard ashore. We understand, however, that arrangements have been made for the permanent retention at Shanghai of such a naval force as would be found able to meet an emergency such as that through which we have lately passed.

It is understood that Viceroy Chang Chih-tung has appointed a Commission of six Hupoh officials, under the leadership of prefect Shuang Shou, to proceed to Japan to investigate and report on the causes of the recent dissatisfaction amongst Chinese students in that country. The other members of the Commission are two graduates of Japanese technical institutions, Messrs. Chang Hung-tao and Yu Ming-tsing, Mr. Liu Hung-shih, Director of Studies of Chiangshaihsien (Wuehang), and Mr. Lo Ching-chang, an expert district Magistrate. It is hoped that through the influence of the members of the Mission, those students in Japan hailing from Hupoh province at least will consent to remain to complete their studies.

The C.M.S. *Meifoo* (Capt. Crawford), which left Shanghai for Hongkong and Canton on December 31, met with an accident on the 1st instant, about 4.25 a.m., when off Patahek ok owing to her tail-shaft breaking. The engines were at once stopped and when the extent of the damage was ascertained, rockets were fired and the vessel anchored. In answer to the signals of distress, the E. & A. S. *Empire* (Capt. Holmes) came to the assistance of the disabled steamer, but the engineers of the *Meifoo* managed to effect temporary repairs and make Woosang, and arrived at the buoy opposite Kinleyuen Wharf on the 3rd. When the *Empire* was endeavouring to render assistance, she got foul of the bows of the *Meifoo* and the latter's bowsprit and figure-head suffered slight damage, there being a strong wind and heavy sea at the time.—N.C.D.N.

ARMED ROBBERY.

Another daring outrage is reported from a village in the Salkung district of the New Territory. According to police information a gang of nine men armed with revolvers surrounded a house about 10.30 at night, and after bursting open the door, entered the dwelling and terrified the inmates who offered no resistance. The robbers took everything portable on which they could lay their hands, clothing and small articles, and went off with booty representing a value of about \$300. Three of the nine men can be identified and the police are making investigations.

PROPOSED ART EXHIBITION.

In the *Daily Press* of November 24 there appeared a letter from one of our esteemed correspondents suggesting yearly or half-yearly exhibitions of photographs and the formation of an amateur photographic club. The suggestion has been fruitful, and the elaborated idea is seen in the announcement which Mr. H. E. Pollock, K.C., makes to the effect that H.E. the Governor, who is president of the Hongkong Old Volume Society, has acceded to his proposal that an exhibition of paintings and photographs should be held under its auspices in the month of March. In the interval an effort will be made to form a Fine Arts or Photographic Society, and there can be no doubt that the appeal will be successful.

THE LATE MR. H. ROSE.

Much regret has been felt at the death of Mr. Herbert Rose, late of Messrs. Samuel and Co., Triph, which took place at the Government Civil Hospital on Sunday. Deceased, though only middle aged, had had quite a long Eastern experience, having been many years in China and Japan. He was an accomplished Japanese scholar, and his residence in Formosa for about three years brought him into close connection with Japanese officials. He only left that island in the spring of last year for home. After remaining a considerable time in London, mostly in business, he returned here. Malaria attacked him very severely and he went to Japan to recuperate, but coming back to Hongkong he found himself compelled to enter the Government Civil Hospital, where he had a fit and expired without recovering consciousness.

Of an amiable disposition, the late Mr. Rose gathered round him a large circle of friends. His loss will be keenly felt by many in Hongkong, where in business circles he was held in great respect and where his social qualities were greatly appreciated. He was an enthusiastic sportsman and owned a number of racing ponies.

H.E. CHOU FU'S "IRISH PROMOTION."

The N.C. Daily News of Jan. 4 says:—The local mandarin has received telegraphic news from Peking to the effect that H. E. Chou Fu, Acting Viceroy of the Liangkiang provinces, has been appointed by Imperial edict Viceroy of the Min-Chi provinces, vice Sung Fun, deceased. *Appropos*, it is perhaps not generally known that His Excellency Chou Fu, being a native of one of the Liangkiang (Anhui), cannot be a substantive incumbent of this Viceroyalty and can only hold what may be termed an emergency or acting incumbency.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]
THE MOROCCO QUESTION.

LONDON, January 8th.
Germany sends a squadron to Spain where the Morocco conference takes place.

FAILURE OF RUSSIAN LOAN.

LONDON, January 8th.
The attempt to raise a Russian loan in Paris has failed.

THE SITUATION IN RUSSIA.

LONDON, January 8th.
The situation in Russia, with the exception of Siberia, has improved.

["REUTER'S SERVICE."]

THE MOROCCO CONFERENCE.

LONDON, January 6th.
The American delegates at the Morocco conference are instructed to prevent Franco-German friction, and to maintain the open door.

THE CHINESE IN THE TRANSVAAL.

LONDON, January 6th.
The Standard quotes counsel's opinion that Lord Elgin acted illegally in stopping the importation of Chinese to the Transvaal, and says that the power rests solely with the Privy Council.

THE BRITISH ARMY.

LONDON, January 6th.
The Standard understands that the Secretary of State for War will restore five years with the colours and seven in the reserve.

THE ELECTIONS.

LONDON, January 6th.
The elections are marked by increasing rowdiness. Mr. Balfour, speaking in Manchester, was constantly interrupted, and the police had to be summoned to eject the offenders.

["N.C. Daily News Service."]

THE CHINO-JAPANESE TREATY.

PEKING, December 30.
The *Peiyang Kuanpao*, an official organ of Viceroy Yuan Shih-kai, gives the gist of the Chino-Japanese Treaty regarding Manchuria as under:—
Art. I provides for the lease of the Liaotung Peninsula to Japan.
Art. II concerns the lease of the Chinese Eastern Railway.
Art. III relates to the lease of the mines along the Chinese Eastern Railway.
Art. IV provides that the military railways between Antung and Mukden, under certain conditions for redemption by China, shall be left as at present.
Art. V provides that the Hainmintun-Mukden railway shall be left as it is.
Art. VI permits Japan to build a railway between Kirin and Changchun.
Art. VII concerns the trade relations of Manchuria and Korea.
Art. VIII names the new towns to be opened to foreign trade.
Art. IX engages that the military telegraphs and post-offices shall be left as they are.
Art. X provides for the withdrawal of railway guards under certain conditions.
Art. XI relates to the civil administration of Manchuria.
Art. XII provides for the unity of the Eastern Provinces.
Art. XIII establishes a Chino-Japanese joint enterprise in the timber-felling business along the Yalu.
This seems to be an authentic summary of the Treaty.

THE POSTPONEMENT OF THE NEGOTIATIONS WITH RUSSIA.

PEKING, December 31.
The Russian Minister, finding that at present the officials and Chinese generally are all absolutely inclined to be anti-Russian, and are trying to exclude Russian influence from Manchuria and Mongolia, will not open negotiations with China for the present, but is trying to carry out enterprises in Manchuria and Mongolia by actual force. It is not known, therefore, when the Chino-Russian negotiations will commence.

MINING IN MANCHURIA.

PEKING, December 31.
H. E. Chao Erh-shun, Tartar General of Fengtien, has asked the Waiwun to establish a Bureau of Mining Affairs to investigate the mines in Manchuria and to forestall any foreigners in claiming them.

LATEST STEAMER MOVEMENTS.

The P. & O. ste. *Aradisa* left Singapore for this port on the 6th inst., at 5 p.m., with the outward English mail, and is due here on the 11th inst., about 4 p.m.

The H.A.L. ste. *Speria*, from Hamburg, left Singapore for this port on the 6th inst., and may be expected here on or about the 12th inst.

The O. & O. ste. *Doric* left Manila yesterday afternoon, and is expected to arrive to-morrow at noon.

The L.G.M. ste. *Prinz Eitel Friedrich*, which left here on Wednesday, at noon, arrived at Singapore on Sunday, at 8 a.m.

CORRESPONDENCE.

BLAKE GARDENS: A CONTRAST.

TO THE EDITOR OF THE "DAILY PRESS."

SIR—Those of us who remember the terribly distressing times experienced during the plague seasons of 1894-5 cannot but admire the very beneficial change which has taken place in the once terror-stricken Tai-ping-shan district, where the fall disease for days and days together claimed its victims by many a score. From a labyrinth of densely packed hovels, approached by almost inaccessible courts and alleys, jumbled together without the least regard to hygienic conditions such as ventilation, light and drainage, we have now the Blake Gardens covering an area of resumed properties which had to be levelled to the ground on account of their insanitary condition. From poverty, dirt and darkness we now have comfort, if not actual pleasure, pure air and sunshine for all who like to avail themselves of it. In every direction the landscape from the Gardens is pleasing.

Leaving this bright spot and taking the nearest cut to the Queen's Road West, which is only a stone's throw away, the contrast and decay becomes odious in the extreme. We are at once back in the only remnant left of plague-stricken Tai-ping-shan of 1894-5, where everything seems to be the same as it was ten years ago (except perhaps that the number of the native gay-houses has greatly increased). That such a state of things can exist for long should be impossible and it is gratifying to learn that steps are being taken which will very soon change the present condition of this neighbourhood to a much more healthy one.

The great benefit which has followed the resumption of the large area in the district of Tai-ping-shan has so far told a wonderful tale in the health records of the neighbourhood, and now that the Chinese New Year's festival is approaching it might be well if the Government kept a vigilant look-out on this last remnant of 1894-5, especially if the festival week should prove to be of a cold, damp, foggy atmosphere.—Yours truly,

SPECTATOR.

A YEAH'S BANISHMENTS.

During 1905 there were no fewer than 1,643 people banished from the Colony. Of that number 678 had been sent here from the Straits Settlements and had of course to be passed on to other places, 524 were undesirable from Saigon who were similarly dealt with, and 695 were old offenders who had come out of goal, where they had been imprisoned for petty offences. This gives an aggregate of 3,540 descriptions taken by the Hongkong Police, and as 15 descriptions of each man who passes through their hands are sent to the different stations some idea will be formed of the amount of labour involved in this work, the finger prints of 3,916 being taken. Out of the 1,643 banished, 85 returned, but the greater portion of these were identified by finger prints. Those banished were sent to Singapore, Canton and eight out-stations.

CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

The report for presentation to the shareholders at the sixth ordinary general meeting to be held at the office of the General Managers on Saturday, January 20, is as follows:—
Annexed we have the pleasure to lay before shareholders a statement of accounts made up to December 31st 1905.

The gross earnings for the past year amount to \$181,721.22, and after deducting all expenses, remuneration to general managers, consulting committee's and auditors' fees, there remains a balance of \$104,791.73, which is recommended to be appropriated as follows, viz.:—
To place to reserve fund \$20,000.00
To pay a dividend of 5 per cent. 80,000.00
To carry forward to the credit of next year's account 4,791.73

Consulting Committee: Mr. Chan Tung Shing, having left the Colony, does not seek re-election. In accordance with the Articles of Association, Messrs. J. S. Yan Baron, Chow Hing Kee, Dr. J. W. Noble and H. P. White retire, but offer themselves for re-election.

Auditors—The accounts have been audited by Messrs. A. O'D. Gordin and W. H. Potts, who are recommended for re-election.

SHEWAN TOMES & CO. General Managers

The accounts for the year 1905 are as under:

PROMIT AND LOSS.

Charges on the year 1905 \$ 2,446.82
Contingent Committee fees 4,906.00
Auditors' fees 200.00
Balance 104,791.73

Balance brought forward from last year \$ 1,581.29
Interest received on mortgages 131,721.22
Less interest paid, commission, &c., &c. 19,000.12
Unclaimed dividends written off 946.09

BALANCE SHEET.

Capital 200,000 shares at \$10 \$2,000,000.00 8 c.
Less 100,000 shares 100,000.00
Issued 1,000,000.00

Reserve fund 1,000,000.00
Undivided profits 14,906.00
Company's bankers 129,996.96
Balance of profit and loss 104,791.73

ASSETS.

Loans on provident system \$703,798.35 8 c.
On mortgages, shares, &c. 492,468.55
Investment of reserve fund 1,229,207.00

2,525 shares (Green Island Cement Co., Ltd.) at \$28. \$70,700.00
2,500 shares (China Light & Power Co., Ltd.) at \$9. 22,500.00

Sundry debtors 73,200.00
Cash 3,391.33

\$1,329,694.75

HONGKONG JOTTINGS.

A suggestion was made to me a little while ago which is worth ventilating. It seems strange to the newcomer that the domestic of our households are, with the exception of the amah, exclusively male, yet in a Chinese household, as in the middle-class households of Europe, the domestics are all of the other sex. Why could not Chinese girls and women fill the places in European houses in the Colony now exclusively occupied by males? I suppose the custom of having "boys" for domestic work grew out of the military practice which first obtained in the island. Boy taught boy; the man cook taught his "laen-pidgin," and the girl has a chance to learn or at any rate to practice, the household duties in a European house. The "boys" would take care to keep it a close preserve. The Chinese women would probably make excellent house servants if they were trained. Why should there not be some sort of a training school for Chinese girls?

The suggestion I have been asked to ventilate is that as the Government annually contributes to the funds of the local orphanages and has assisted them substantially by granting them leases of Crown land at nominal rents, the Orphanages should be required as a *quid pro quo* to train a certain number of girls for domestic service in European houses as cooks and housemaids or general servants. I suppose the Orphanages would claim that they do this to a certain extent already, but the idea is one capable of much fuller development, and I hope the suggestion will be considered in the proper quarter. It might do much to solve the "servant problem" about which we periodically hear so much, and it would be an excellent thing on the whole for the girls themselves. The principal training the girls receive in the Orphanages is needlework, and excellent work they do, as the ladies of the community well know. At the annual sales the work fetches fancy prices, but when these girls go out into the labour-market and do this needlework for a living their story for too often fits the tale related in Tom Hood's famous "Song of the Shirt." Domestic service in European houses in Japan was formerly a "boys' preserve," but now in many houses girls only are employed, in the kitchen as well as for the duties discharged at home by the house and parlour maids. If the Chinese women were properly trained to similar work, without all that sub-division of labour which is so vexatious and expensive in households run on moderate incomes, it would be a welcome innovation. I should much like to see this question discussed.

I notice that the P. W. D. is still experimenting with weeding. Considering the cost of maintenance—\$100,000 a year, irrespective of establishment charges—it cannot be said that the condition of the public thoroughfares of the Colony proclaims that we got good value for the money. The surface of many of the roads is in a deplorable condition. Seeing that there is no heavy vehicular traffic on them, the roads seem to wear very badly, and judging by what I have seen of wood-paving in Hongkong, I fancy that a large extension of this paving in the Colony would prove in the long run both economical and far more satisfactory than the present method.

During the last year or two there have been two additions to the list of holidays observed by the Banks in Hongkong, namely, Empire Day and Regatta Day. Altogether we have now eleven public holidays on the list. At Shanghai I see they have 21. It is interesting to compare them.

| HONGKONG. | SHANGHAI. |
|-----------------------|---|
| New Year.....1 day | New Year.....2 days |
| China New Year.....1 | China New Year.....5 |
| Easter.....2 days | Easter.....3 |
| White Monday.....1 | White Monday.....1 |
| Empire Day.....1 | Chinese Dragon Festival.....2 days |
| Regatta Day.....1 | Summer Holidays (July 2nd & 3rd).....2 |
| King's Birthday.....1 | Autumn Holidays (Aug 6 & 7).....2 |
| Christmas Day.....1 | Chinese Mid-Autumn Festival (Oct 1 & 2).....2 |
| Christmas Eve.....1 | Christmas.....2 |
| Total 11 | Total 21 |

The Shanghai list is published by order of the Chamber of Commerce Committee as the holidays which will be observed by the foreign banks and the Chamber of Commerce in Shanghai in 1906. The Hongkong list is drawn up from memory, but, as I believe, complete. I refrain from making any suggestion that we should endeavour to emulate Shanghai in this respect, as I think the nuisance, from the business man's point of view, recurs often enough already.

It was mentioned in the Supreme Court a day or two ago that Chinese signboards are sometimes sold for as much as \$50,000, and that quite recently one was sold for \$27,000. It is a very substantial price to pay for "an emblem of the goodwill," but with the signboard goes the "chop," or trade mark, and as old residents know, the "chop" of a good firm in China is a valuable asset. When, therefore, Chinese talk of selling a signboard a great deal more must be understood as a rule to be included. For example, I am told that an offer of \$100,000 was recently made to a Canton Pill-maker for his signboard, but it was intended that the purchaser should carry with it the Pill-maker's secret and his stock-in-trade. That the offer of \$1,000,000 was refused and that \$150,000 was required, proves Pill-making to be as lucrative in China as it apparently is elsewhere.

There is a motto over the principal entrance to the Post Office, which I doubt whether one person in twenty who go to the Post Office or pass it daily has ever seen. It is not conspicuous, because the Government is very economical where paint and whitewash and that sort of thing is wanted for public buildings, and now that a new Post Office is in course of erection perhaps it is too much to expect that the Government will spend even a few dollars on making the exterior of the present building respectable and incidentally bring to light the motto I have alluded to. It reads:—"AS COLD WATER TO A THIRSTY SOUL, SO IS GOOD NEWS FROM A FAR COUNTRY." We can appreciate the sentiment to-day, but how much greater must have been the appreciation of our forebears who were here before the days of submarine cables and 17-knot mail steamers. I hope this motto will find a place somewhere on or in the new building, for the sake of the old memories it recalls.

BANYAN.

POLICE COURT.

Monday, January 8.

BEFORE MR. F. A. HAZELARD (First Police Magistrate).

NO LICENSE.

Inspector M'Donald presented a native from Hok On for selling *samsai* without a license and also for selling kerosene without a license. A fine of \$100 was imposed for the first offence and a fine of \$50 for the second offence.

GAMBLERS.

Inspector Gould charged 14 coolies with gambling at 5 MacGregor Street on Sunday. The first was fined \$100, the second and third \$50, and the remainder \$3.

Twenty coolies from Hong Hun were similarly charged by Inspector M'Donald. The charges against the first three was adjourned, one was dismissed, and the other 16 fined \$3 each.

THE MILLIONAIRE'S SON.

Choi Cheung Li, the millionaire's son who is charged on three counts with intent to defraud his creditors, again surrendered to his bail. Mr. F. B. Bowley, Crown Solicitor, prosecuted, and Mr. P. W. Golding of Messrs. Britton, Hottel and Goldring, defended. Evidence for the defence was adduced and the case again adjourned.

HIGHWAY ROBBERY.

Wong Yau was convicted of highway robbery and sentenced to six weeks' hard labour. He was a servant girl returning with money which she had changed for her master at Caine Road and snatched it from her. An Indian detective witnessed the occurrence and gave chase, capturing the thief.

MELCHERS AND COMPANY'S CENTENARY.

The home firm of Messrs. Melchers & Co., at Bremen, celebrated their centenary on January 1. The firm was founded in 1806 by Anton Friedrich Carl Melchers from Varel under the name of Messrs. Focke & Melchers, which was changed on the January 1, 1814, into Messrs. C. Melchers & Co. The grandson of the above-named gentleman is the present head of the firm at Bremen. From then the firm steadily extended. Melchers & Co. of Hongkong was started in 1893, of Shanghai in 1877, of Hankow in 1884, of Canton in 1883, of Tientsin in 1897, and of Chikiang in 1900. Mr. A. Korff, the head of the firm for China, held a reception on New Year's day, which was largely attended. Telegrams were received from many friends of the firm, of which may be mentioned those from the German Ambassador at Peking, Freiherr Munster von Schwarzenstein, and the Governor of Kioochow, while the Acting Consul-General for Germany, Herr Laegionerat Dr. Scholz, received instructions from the Minister of Foreign Affairs at Berlin to congratulate the firm on the occasion.—N. C. D. N.

FEDERATION OF THE COTTON INDUSTRY.

CONFERENCE AT PARIS.

The keen interest taken in the development of the cotton industry by the Government of France was shown by the gracious audience given at the Elysee by President Loubet to the Committee of the International Cotton Federation. Introducing the committee, M. C. Berger, the French delegate, said the aim of their organisation was to defend the common interests of the world's cotton industry and to meet common dangers. In order to stop speculation they had collected elaborate statistics showing the consumption and stocks of cotton throughout Europe. They intended to make strenuous efforts to extend the cotton growing areas in the colonies of European nations.

The President said that if he could be of any service he would be delighted to place his services at their disposal.

Mr. C. W. Macara (England), Chairman of the International Committee, in thanking the President, said that the improvement of harmonious industrial relations among cotton-using countries was of the greatest value in the promotion of international friendliness, and the encouragement of President Loubet that day was very highly prized. In closing the audience, President Loubet remarked that as the telephone, telegraph, and railways knew no geographical limits so the great work of international industrial federation inaugurated by the cotton trade was charged with limitless benefits for humanity.

At the Committee meeting in the afternoon consideration was given to the question of the statistics relating to the consumption and stocks of cotton, which statistics are in the hands of a firm of chartered accountants in Manchester. It was decided to instruct the accountants to tabulate the information received, and to forward a summarised statement to each firm which had sent in a return. The summarised statements will be posted at such times as will enable them to be received simultaneously in all the different countries.

Intimacy, without courteous reticence to soften it, is unbearable. A mother should knock at her child's door before entering as soon as the child is old enough to be grateful for the courtesy. Husbands and wives should observe every rule of good breeding in their life, necessarily so intimate. A great love must be a wise love, as well in order to grow and broaden and deepen with the years. It must be a courteous one.—The Independent.

SUPREME COURT.

Monday, January 8.

IN ADMIRALTY JURISDICTION.

BEFORE SIR FRANCIS PIGOTT (Chief Justice).

SAM HING v. S.S. "PAUL BEAU."

The Sam Hing firm coal merchants of 28 and 30 Pottinger Street, sued the s.s. *Paul Beau* to recover the sum of \$5,390.60 due for coal supplied on the credit of the said steamship.

Mr. M. W. Slade, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), appeared for the plaintiffs, and Mr. B. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens, represented the defendants.

The petition set forth that between May and July, 1904, the s.s. *Paul Beau* was employed in continuous voyages between Hongkong and Canton. During that period, at the request of Kwok Yick Ting, who was then the agent in Hongkong for the owners of the *Paul Beau*, the plaintiffs supplied her with bunker coal, for which there was an amount of \$5,390.60 owing.

The owners, the Compagnie Francaise de Navigation de Construction Navale & Co., in answer to the petition, said the *Paul Beau* was engaged on the Hongkong-Canton run by Messrs. Trevox and Co., the charterers from the defendants, on the sole responsibility and at the sole risk of the said charterers; the captain, officers and crew of the ship at that period were the servants of Messrs. Trevox and Co. and not of the defendants. The defendant denied that Kwok Yick Ting was over their agent, either in Hongkong or elsewhere, and they had no knowledge as to whether the plaintiffs did, or did not, supply the *Paul Beau* with coal.

Such coal, if supplied, was not supplied on the credit of the *Paul Beau*, but on the personal credit of Messrs. Trevox and Co. Further, the defendants said that during the period of the alleged supply of coal they were, and still are, the registered owners of the *Paul Beau*, being registered as such not only in France, but also at the French Consulate in Canton, where Trevox and Company were registered as charterers. The defendants denied owing the amount claimed, and also that their steamer was liable to satisfy any claim of the plaintiffs in respect of coal; and they did not admit that at any time the plaintiffs delivered particulars of their alleged claim to Kwok Yick Ting.

The defendants' counterclaim set out that on or about November 17, 1904, they resumed possession of the *Paul Beau* in consequence of Trevox and Co. being in liquidation and in default with certain payments to be made by them under their agreement of charter. They had suffered damage through being deprived of the ship's services when she was arrested and through loss of interest at the rate of 8 per cent. per annum from December 21 until judgment, upon the amount of bail, \$7,000, which the defendants were compelled by the plaintiffs to produce in order to secure the release of the ship.

In reply, the plaintiffs said that Messrs. Trevox and Co. were agents for the owners at that time. They denied all responsibility of the counter claim.

Mr. Slade said this was practically a *res inter alios acta*. Another steamer belonging to the same company was running under the same conditions as the *Paul Beau*. She was supplied with coal and arrested under precisely similar circumstances and the parties had agreed to let the decision in one action govern the liabilities in both. When the plaintiffs delivered coal, they supplied it to the captain and owners, and did not supply on the credit of Trevox and Co. Who they sent in their bill it was headed "To Captain and Owners of *Paul Beau*." By means of an admiralty action *in rem* a ship could be arrested, and its value made a source of repayment for goods supplied.

His Lordship—Irrespective of the charter? Mr. Slade—Irrespective of the charter.

Mr. Pollock—It is obvious, my Lord, that this question must be decided by French law.

Mr. Slade—French law is a question of fact, purely and simply.

Mr. Pollock—The fact is that the *Paul Beau* is a French steamer.

Mr. Slade—French law can be proved in Court in the same way as other facts, by evidence.

Continuing, the speaker said:—Dealing with the question as it had to be dealt with, on English law, he thought he should establish to His Lordship's satisfaction the fact that the ship was liable in spite of the charter. There were cases where a charter could preclude persons who supplied necessities from proceeding against a ship, such as when he had a knowledge of the charter and gave credit to the charterers. Another case in which the "material" man was debarré of a remedy against the ship was when in the interval between the contract for supply of necessities and the date when he forces his action *in rem*, the ownership has changed hands.

With these two exceptions the "material" man had a right against the ship *in rem*, and turned it into an actual lien by causing the ship to be arrested. The defendants admitted there had been no change in the ownership of the vessel between the time when the goods were supplied and the date of seizure in this action. The mere fact of the charter, and of the officers and crew being in the service of Trevox and Co., was not sufficient to release the ship from liability. With regard to the claim for wrongful arrest, such could not be entertained by the court unless it was proved to have been done maliciously and with a reckless disregard for the rights of others.

Evidence was heard in support of the plaintiffs' claim, and then Mr. Pollock opened his defence. He submitted that the plaintiffs had made out no case at all because, from the facts as pleaded by the plaintiffs in the petition, and as admitted by the defendants in answer, it was obvious that the law which should have been applied to the question was the French law. His learned friend said they should have pleaded the fact that this case was governed by French law, but he submitted that was quite unnecessary because they did not rely upon any proceedings which were taken in any French court, or before any tribunal. From the allegations in the petition and the answer, and it appearing from the petition that the ground upon which the liability was based was the ground that a certain agent ordered coal as agent for the owners of the steamer, it appeared clearly that the law which should be applied by the court to determine the question was the French law.

His Lordship—Are you going to press your point, Mr. Slade? Mr. Slade—Certainly, my Lord. I'm as ignorant of French law as the babe unborn. His Lordship—It is a matter of law, then, and it would be convenient for Mr. Pollock to open up his point. Mr. Slade—I have been taken entirely by surprise, my Lord. His Lordship—At present I am taken by surprise too, but it would be convenient to hear Mr. Pollock. Mr. Pollock—My point is much deeper than has yet occurred to your Lordship. On the plaintiffs' allegations it is quite obvious that if they are going to bring the owners in and make them and the ship liable, it ought to be apparent to them that French law is applicable. His Lordship—Why? Mr. Pollock—The law says so. I will quote authorities. His Lordship—You have first got to satisfy me the French law is applicable. Mr. Pollock—That is my point, my Lord. The plaintiffs admit that the *Paul Beau* is a French steamer, and that she was during the period relative for the purposes of this action employed between Hongkong and Canton. At the material time Kwok Yick Ting was agent in Hongkong for the owners of the *Paul Beau* and it is on that ground that the plaintiffs rest their case. My friend quoted certain authorities with a view to persuading your Lordship that if such were the case the ship would be liable according to English law. My point is, that whether it is a question of whether or not an agent for the owners of a foreign vessel has authority to bind either the owners or the ship, such question must be determined by the law of the vessel's flag. It would be hard on the owner of a vessel if the master's authority should be comparatively large in one port and comparatively small in another. His Lordship—Everything varies according to the port you go to. Mr. Pollock—The *Paul Beau* was registered in France, and again at the French Consulate in Canton. His Lordship—Directly she comes into an English port she is under English law. Mr. Pollock—Not under English law as regards the master. His Lordship—You are not going to contend that a French ship carries French law about with her for all purposes? Mr. Pollock—No. But I say that a ship must be governed by the law of the flag. It is not a question of jurisdiction, but of what law the court ought to enforce in reference to the ship. His Lordship—I cannot see how a contract made on behalf of the owners of a ship in this Colony can be governed by the law of France. Say the owners make a contract by post with the Sam Hing firm, the law governing that contract would be very different from that governing a contract made by the master of the ship in this port. Mr. Pollock—The case must be determined by French law seeing the status of the ship and the documents under which she is registered. His Lordship—If the ship is liable, the case must be governed by English law, not by the law of France. Supposing goods had been supplied to a ship in distress, and Hongkong suppliers brought an action *in rem* for necessities, you would not set up the law of the French flag, but English law. Mr. Pollock—But French law must be applied as to the status of the ship. His Lordship—I don't know where the status comes in. Directly a ship comes into English waters in such a case as the present she is likely to be seized for an action *in rem*. Mr. Pollock—The law to be applied should be the law of the flag, and as no evidence has been given as to that law, I submit the plaintiffs are not entitled to succeed. His Lordship—At present I am against you on that point, but will reserve my decision. The case was adjourned.

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A CHINESE MILITARY "REFORM."

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The native notes writer of the N. C. Daily News understands that as "a concession to the new order of things" it is intended to substitute air guns for the ancient bow and arrow used in the competitions for military degrees amongst Manchurian Bannermen. The reason for choosing the air gun instead of the usual rifle at these military examinations, it is stated, is because firearms are not permitted to be fired within the sacred precincts of the Imperial palaces, "lest the sounds of rifle firing disturb the serenity and repose of the Imperial occupants." Hence the choice of the air gun and the fact that these Bannermen examinations are held on the grounds within the Palace precincts, at which functions the Emperor himself is usually expected to preside. The real reason for the prohibition of firearms is to prevent anyone absent-mindedly pointing his loaded weapon in the direction of his Sovereign, sitting some two hundred yards away, and unwittingly causing a vacancy on the Dragon Throne.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 7th at 11.35 a.m. The barometer has fallen on the China coast, particularly in the North.

Pressure appears to be highest over the E. coast of China, and gradients are slight. Moderate to fresh monsoon may be expected in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate N.E. winds; fine.

LONG HING & CO.

IMPORTERS OF HIGH CLASS CAMERAS, NO. 17, QUEEN'S ROAD.

| | |
|---|----------|
| N. & G. SPECIAL B. & PLATE CAMERA. Fitted with ZEISS "PROTAR" Lens, Yellow Screen, and Leather Case | \$300.00 |
| N. & G. "NYDIA" POCKET CAMERA. & PLATE. Fitted with ROSS Homocentric Lens and Leather Case | 135.00 |
| ROSS FOCAL PLANE CAMERA & PLATE, with 3 Dark Slides and Leather Case | 140.00 |
| No. 3A. FOLDING POCKET KODAK, with B. & L. PLASTIGMAT Lens | 150.00 |
| " 4 SCREEN-FOCUS " " " " " " " " " " | 140.00 |
| " 4 CARTRIDGE " " " " " " " " " " | 135.00 |
| " 3A. FOLDING POCKET " " " " " " " " " " | 135.00 |
| " 3 " " " " " " " " " " " " " " | 120.00 |

THE BURLINGTON.

2, PEDDER STREET. OPPOSITE THE HONGKONG HOTEL.

JUST UNPACKED.

NEW MILLINERY GOODS FOR THE SEASON.

SMART READY-MADE COSTUMES.

FLOWERS, FOLIAGE, GLOVES AND MOTOR CAPS.

HIGH-CLASS DRESSMAKING, MODE DE PARIS.

By our French Dressmaker, whose work has often been eulogised by French Journals.

Hongkong, 14th December, 1905.

[37]

HARSH CRITICISM OF DR.

BARNARDO.

A correspondent signing himself "Caution" to the *Strait Times* criticising the appeal of the committee of the Barnardo Memorial for \$249,000 to pay off the debt now resting upon the Homes lately under Dr. Barnardo's control. Referring to the eulogies of Dr. Barnardo's organising powers, he says: "What would the home partners of any firm in Singapore talk of their representative abilities by throttling the business with an indebtedness of close upon a quarter of a million sterling!" The writer makes a bitter attack upon the amount of Dr. Barnardo's estate, the gross value of which was £13,485. Of his estate he bequeathed one-twelfth to the Homes. The Committee state in their appeal:—

"Yet Dr. Barnardo did not die a rich man. From the founding of his institution in 1886 and until 1889 Dr. Barnardo served the Homes in an honorary capacity, his money indeed following his heart, for he himself contributed to their funds."

To this statement "Caution" inquires how much money followed Dr. Barnardo's heart? Towards the end of his letter, which occupies a column and a half of our contemporary, the writer says: "Oh! the humbug of the whole thing! Many persons could feel, and could be philanthropic, with a power of procuring habitually to the enormous extent of \$249,000 which they personally are never to be called upon to pay."

Naturally enough, the *Japan Chronicle* adds, such a slashing attack on the memory of Dr. Barnardo has called forth a defence from another correspondent of the *Strait Times*. He reads the letter of "Caution" with "undisguised astonishment." He asks in the name of "suffering childhood, humanity, eye, and in the name of those hundreds of now grown-up men and women—a credit to their country in Canada and elsewhere," if this is the time to carp and cavil at well-meant endeavour to raise a little money as a testimony to the life of the "greatest child's benefactor of our age." The debt only exists, says this writer, because a destitute case was never refused, and the doors of the Homes were open night and day. The letter continues:—

"Dr. Barnardo might have received a princely salary, had he continued his practice as a Doctor, or indeed had he come out to the East, and preached in land or houses, his income might have been worth recording. But he did neither, and as we were told in the *Strait Times* lately, Dr. Barnardo received no salary until compelled by force of circumstances a few years back."

"The good is oft interred with their bones," said the funeral orator on a famous occasion. "Caution" does not deny that Dr. Barnardo did good service to the outcast children; what he resents is the fulsome praise which has been sung of virtues that—in his opinion—do not exist, and that Dr. Barnardo should have left but one-twelfth of his £13,485 to the Homes which were so dear to his heart, with the possibility that the bulk of that estate was accumulated through his connection with the institution.

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RANKS

ER CANTIL

INDIA, LIMITED.

| | |
|---------------------------------|-------------------|
| AUTHORISED CAPITAL | £1,500,000 |
| SUBSCRIBED | 1,125,000 |
| PAID-UP | 562,500 |
| RESERVE FUND | 110,000 |

BANKERS:—

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.

ON FIXED DEPOSITS:—

| | |
|--------------------|-----|
| For 12 months..... | 3% |
| For 6 "..... | 2½% |

THE

ESTABLISHED 1880.

| | |
|--------------------------|----------------|
| CAPITAL SUBSCRIBED | Yen 24,000,000 |
| CAPITAL PAID-UP | " 18,000,000 |
| CAPITAL UNCALLED | " 6,000,000 |
| RESERVE FUND | " 8,940,000 |

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

| | | |
|---------------|----------|-----------|
| Tokyo | Kobe | Nagasaki |
| Osaka | Lyons | New York |
| London | Honolulu | Bombay |
| San Francisco | Tientsin | Newchwang |
| Shanghai | Peking | Mukden |
| Daluy | Choofoo | Tie-ling |
| Port Arthur | | |

**LONDON BANK
OF JOINT STOCK**

HONGKONG-INTEREST ALLOWED.
On Current Account at the rate of 2 per cent
per annum on the daily balances.
On fixed deposits for 12 months 5 $\frac{1}{2}$ per annum
" " " 6 " 4 $\frac{1}{2}$ " "
" " " 3 " 3 $\frac{1}{2}$ " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 22nd May, 1905. 27
THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL ACT OF THE

CHAPTER

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

| | | |
|---------|----------|----------|
| Amoy | Kobe | Tainan |
| Anping | Nagasaki | Tamsui |
| Foochow | Osaka | Tokio |
| Keelung | Shanghai | Yokohama |

HONGKONG OFFICE:

3. DES VEEZ
allowed on

Hongkong, 1st November, 1904. [242]

DEUTSCH-ASIATISCHE BANK.

AUTHORISED CAPITAL.....Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN.

BRANCHES:

Berlin, Calcutta, Hankow, Peking,
Tientsin, Yokohama, Tainanfu, Tainan, Yachuan.

by the E-17-

| | |
|--|----------------|
| STAATSBANK | Berlin. |
| DIREKTION DER DISCONTO- | |
| GESellschaft | |
| DEUTSCHE BANK | |
| S. BLICHENBERG | |
| BERLINER HANDELS- | |
| GESellschaft | Berlin. |
| BANK FÜR HANDEL UND | |
| INDUSTRIE | |
| ROBERT WARSCHAUER & Co. | |
| MENDLSSOHN & Co. | |
| M. A. VON ROTHSCHILD & | |
| SÖHNE | Frankfurt a/M. |
| JACOB S. H. STERN | |
| NORDDEUTSCHE BANK IN HAMBURG, Hamburg | |
| SAL. OPPENHEIM, JB., & Co., Köln. | |
| BAVARISCHE HYPOTHEKEN-UND WECHSELBANK, MÜNCHEN. | |

LONDON BATH

THE BANK, LIMITED.
 DEUTSCHE BANK (HABLIN), LONDON AGENTS
 DIRECTION DES DISCOUNT GESSELLSCHAFT
 INTEREST allowed on Current Accounts
 DEPOSITS received on terms which may
 be learned on application. Every description
 of Banking and Exchange business transacted.
 HUGO SUTER, Sub-Manager
 Hongkong 9th September, 1905.

HONGKONG & SHANGHAI BANKING CORPORATION
 PAID-UP CAPITAL\$10,000,000
 RESERVE FUND.....
 STEERING RESERVES.....\$10,000,000
 Surplus.....\$2,500,000

TABLES OF RESULTS

H. A. W. SLADE, Esq. — Chairman.
A. HAUPF, Esq., — Deputy Chairman.
Hon. C. W. DICKSON, Esq. F. SAILING, Esq.
E. GOCH, Esq. E. SELLIN, Esq.
C. R. LEVINSOHN, Esq. N. A. SIELS, Esq.
G. H. MEDHURST, Esq. Hon. E. SHEWAN
A. J. RAYMOND, Esq.

CHIEF MANAGER
Hongkong — J. K. M. SMITH

MANAGER:
Shanghai — H. E. R. HUNTER.

LONDON BANKERS — LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG — INTEREST ALLOWED.
On Current Accounts at the rate of Two p
Cent.

ON FIXED DEPOSITS

J. R. M. SMITH,
Chief Manager,
Hongkong, 16th November, 1905. 23

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHATELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTER, BROCKELMANN & CO. Agents. Hongkong, 21st April, 1897. 113

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Agents. Hongkong, 1st January, 1904. 29

"JANUS"

LIFE & ANNUITY INSURANCE CO. HAMBURG. ESTABLISHED 1848.

Assets per 31st December, 1904. Mks. 53,400,000—equal to £2,600,000.

THE UNDERSIGNED, having been appointed GENERAL AGENTS of the above Company for Hongkong and China, are prepared to accept LIFE and ANNUITY Insurances, as well as to issue ACCIDENT Policies at the most liberal terms ever offered the East.

SIEMSEN & CO. Agents. Hongkong, 1st January, 1905. 155

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS—31st December, 1904. £17,161,299.

I. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 687,500 0-0
II. FUND FUNDS... 3,001,266 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO. Agents. Hongkong, 30th June, 1905. 1567

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Commission Agents. 35 & 37, Hing Loong Street, (1st Street West of Central Market) Telephone No. 515.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants 57 58 & 59, Colman Road, New Praya Centre

MAP OF THE SIKIANG or WEST RIVER

From HONGKONG to WUCHOW, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st April, 1897

STRICTURE AND KIDNEY DISEASE.

How DEER AFFECTED THE KIDNEYS. Cured 2 Years Ago—Still Well To-day.

54, Brighton Place, Hampton Square, Sheen Lane, Mortlake, London, England.

For nearly 19 years I suffered from stricture and kidney disease, and many a time have I laid on the bedroom floor writhing in agony. Twice I have been in hospital and undergone operations for the stricture. Never, as long as I live, shall I forget what I went through, then. The doctors said I could not live another three months, yet I can truly say that, although two years have passed since then, I was never better in my life than I am to-day.

My illness came on in this way: One day at my work I strained my back, and afterwards I suffered from severe cutting pains, just over where the kidneys are, especially when I stooped. I could not sleep well at nights, and there were distressing urinary disorders. I was miserable and out of sorts, and although the doctor did all he could for me, I got worse instead of better. If I had a glass of beer it irritated my kidneys so much that I had to keep to my bed for a week, but since using Doan's Backache Kidney Pills I can enjoy my glass without feeling a bit the worse for it.

It wasn't until I had finished the fourth box of Doan's Pills that they seemed to be doing me any good, but I persisted with the medicine, and with the fifth box there was a decided freer action of the bladder. No other medicine had ever helped me at all, and you can imagine how delighted I was at this relief. For six months I continued with Doan's Backache Kidney Pills, and then I was entirely cured of the stricture and kidney disease. From that day to this there hasn't been any sign of the old complaints returning.

My suffering and my cure are well known to hundreds of men I have worked with in London, and I am sure that had I not used Doan's Backache Kidney Pills when I did, I should never have lived.

(Signed) GEO. PRIEST.
Doan's Backache Kidney Pills are 2/6 a box, or 13/9 for 6 boxes. To be had of all chemists and medicine-dealers, or direct from the proprietors, the Foster-McClellan Co., 3, Wells Street, Oxford Street, London, England, send free on receipt of price.

WHAT MEDICAL MEN ADVISE.

When your nerves "get on edge" you know it; so do those about you. When your medical man is consulted, and says "Hall's Coca Wine," he is simply expressing the general confidence of the profession in a safe, reliable restorative and nerve tonic that was prescribed a generation ago by a leading London physician, and which, owing to original excellence, has never been modified. Over a million bottles of Hall's Coca Wine are used each year because medical men have proved it to be invaluable, and recommend it in the treatment of all forms of physical and nervous debility, anaemia, neuritis or sleeplessness.

68-14

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK"
A.I. A.B.C., and Engineering Orders Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet
Length on Blocks... 714 "
Width of Entrance on Top... 361 "
Width of Entrance on Bottom... 381 "
Water on Blocks at Spring Tide 345 "

DOCK No. 1.
Extreme Length... 523 feet
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 271 "
Water on Blocks at Spring Tide 26 "

DOCK No. 2.
Extreme Length... 371 feet
Length on Blocks... 361 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide 22 "

PATENT SLIP
Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with LATEST PLANTS BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.
The COMPANY has the powerful steamer "OULA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. 1893

PEKING SYNDICATE AGREEMENTS.

Immediately after the joint petition against the Peking Syndicate agreement, having been presented, five representatives were elected to have an interview with the Governor, and the following is given as the substance of their conversation.

Governor.—I have read over the petition you sent me, gentlemen. The agreement concerning the Shansi mining interests settled between the Commercial Bureau and the Peking Syndicate is a great loss to the Shansi people. Anyhow the Peking Syndicate cannot understand what is not agreed to in the stipulation. Moreover, the Syndicate is working mines on behalf of the Commercial Bureau, therefore the Sovereignty will certainly not be usurped by the Syndicate. The cancellation of the agreement is at present out of the question, as the representative of the Syndicate only came to Shansi once, when he declared that he would observe the agreement.—It will be time enough therefore for us to consider that matter when we have proof that he has violated the agreement.

Representatives.—Two letters have been received from the Peking Syndicate claiming the sole right of working mines and demanding the closing of the coal pits belonging to the people. More points are added than were agreed in the stipulation. This is a proof of violation of the agreement. Moreover, if the Peking Syndicate has been invited to work the mine, that means the Commercial Bureau has granted the Syndicate special and special right. In privileges belonging to the people we beg it will be arranged to recover our rights through the Governor's office.

Governor.—The question of closing the coal pits belonging to the people has been dealt with by the Waiwung; but most probably the Syndicate will say something further. Moreover, most of the poor people in Shansi are living on the Mining Works, and if the pits are closed, it cuts off the people's livelihood. I will certainly not grant that, you, gentlemen, may rest quite assured.

Representatives.—Since the Peking Syndicate have obtained the Shansi mining, the darkness of Shansi's future is really beyond description. That is the reason why we, on behalf of the students, come forward and plead in this cause. We are unanimously of the opinion that we would rather struggle to the death than be slaves to the hands of foreigners. But the cancellation of agreement can only be effected through your influence.

Governor.—I would do my best in this matter, even if, as I am, I were only one of the country of Chihli. Much more will I do so as the Governor of your province.

Representatives.—We are indeed grateful for your kind intention.

Governor.—Will you, gentlemen, ask the students to return to the schools, and I will endeavour to accomplish the matter as you have represented it.—Peking Times.

THE SHIPBUILDING TRADE.

A note dated Belfast, Nov. 27, says:—
Work in the local shipbuilding trade is now fairly brisk, and orders at present in hand will keep the yards busy for some months to come. Taking the industry as a whole, it is in a much more prosperous condition than was the case a year ago. There will be four launches during the next five weeks, beginning with the Holt liner *Bellerophon*. Keels are laid down almost as fast as there is a vacant slip, and among the vessels now being built in the yards are the White Star liner *Adriatic*, of 23,000 tons, which will be launched next year; two Brooklands liners, two Royal Mail Steam Packet liners, two steamers for the Belfast Steamship Company, a Hamburg-American liner, a Holt liner, two Pacific Steam Navigation Company boats, and two steamers for Elders and Fyfe's West Indian fruit trade. The work of extensive repairs to vessels of large tonnage is almost nil, owing to the serious disaster to the *Alexandra Graving Dock*. The *Allen* turbine, which was comparatively new, was built at the yards of Messrs. Workman, Clark, and Co. Limited, and which sustained serious damage on the St. Lawrence, is now on the Clyde for repairs, owing to the insufficiency of docking accommodation at Belfast, due to the accident to the *Alexandra Dock*. The loss of this work to Messrs. Workman, Clark, and Co. is serious, as extensive alterations will be made to the machinery of the *Victorian* in order to increase her speed. It is certain that the dock cannot be repaired inside twelve months, and this time may ultimately prove insufficient. The new dock in course of construction over the *Alexandra Graving Dock*, which, it is believed, will be named the King Edward, will not be ready until a later period.

SHIPBUILDING AMAGINATION.
A note dated Glasgow, Nov. 26, says:—The topic of interest this week has been the so-called "combination" in the shipbuilding trade, but it is hardly that in the ordinary acceptance of the term. Messrs. Cammell, Laird, and Co. (Limited), Sheffield, have purchased one-half of the ordinary shares of the Fairfield Shipbuilding and Engineering Company (Limited), Glasgow, and reserve ordinary shares of Cammell, Laird and Co. (Limited) have been allotted to certain shareholders in the Fairfield Company. The latter company has also purchased a large interest in the Coventry Ordnance Works (Limited), the remainder of the capital in

which is held by Cammell, Laird, and Co. (Limited), Sheffield, and John Brown and Co. (Limited), Sheffield and Clydebank. The Sheffield firms make armour plates and guns as well as heavy forgings for marine engineering, and the amalgamation of the original firm of Charles Cammell and Co. with Messrs. Laird Brothers, of Birkenhead, brought them into shipbuilding. The present combination gives the alliance a footing on the Clyde, and places it in a similar position to other amalgamations, such as Vickers, Sons, and Maxim, John Brown and Co., and Armstrongs, Whitworth, and Co. In alliance with the Fairfield Company the new firm will be able to turn out warships from the first stage to the last. The arrangement by which the Fairfield Company acquire an interest in the Coventry Ordnance Works (owned by Cammell, Laird, and Co. and John Brown and Co.) is a consequence of the participation by Cammell, Laird, and Co. in the Clyde business.

RAND CHINESE.

CHEAP LABOUR ESSENTIAL.
The subject of Chinese labour on the Rand occupied an important part of the address of Lord Harris in presiding at the annual meeting of the Consolidated Gold Fields of South Africa. Lord Harris, the chairman of the company, in reviewing the general position, confessed that he was quite unable to account for the wave of pessimism that had passed over the South African mining market during the last seven or eight months, allowing for the effect of the operations of a certain portion of the press, which had done its best to throw doubt on the future of the industry. He assured the shareholders that the Board did not share in this pessimism, and whatever the reason for it was, a change was going to take place soon. Never in its history had the industry been in a sounder commercial position than at the present moment. He thought that the public would recognise that good dividends were going to be regularly paid. They were going to see a reduction, gradual possibly, in the working costs, and also improvements in the economical management of the companies and the treatment of ore bodies. He believed that these factors would restore confidence in the mines of the Rand as investments. It must be remembered that they had to pay 4,000 raw Chinese for work which was absolutely strange to them. These economical improvements, in his opinion, were due to the abundance of cheap and efficient labour. He felt that he must go into this question because of the imminence of a General Election, and because they had a certain party who were using Chinese labour as a lever with which to raise objections to the Government which had allowed the experiment to be tried, at the request of the Transvaal. It must be borne in mind that the mines on the Rand were low grade propositions, and economical labour was absolutely essential. Extra cost upon labour meant millions of tons being rendered unpayable, whilst every shilling saved upon labour compelled the employment of more white men, because it made payable millions of tons of ore. He assured him that the native labour available on the Rand was quite inadequate to supply the demands for native labour upon farms, and for domestic service, even if not a single native was employed in the mines. Furthermore, it had been proved that white men would not condescend to work side by side with Kaffirs. Therefore, labour was unavailable, and it would be contrary to the wishes of the Transvaal if Chinese labour was in any way interfered with. Supposing the next election resulted in the Liberals being returned to power, there was one question he would like to ask them, and that was, whether they would try to stop the importation of Chinese until responsible Government had been given? If they did so, the Transvaal would have very just reason to complain. It was quite true that this importation was only an experiment at first, but there was a slight shadow of doubt that it had been a successful experiment. It would be a breach of faith on the part of the Government, the experiment having been proved a success, not to allow it to go on. If the anti-Chinese party were not satisfied, let them cause a Royal Commission to be appointed to inquire into the matter. If that was done, they would find that to interfere with the employment of Chinese would imperil the employment of thousands of Englishmen in the Transvaal. It would be playing into the hands of the extreme Boer party, who were adopting the same course of action as President Kruger had done, namely, to check the expansion of the mines as much as possible, because that meant preventing more white men being brought into the Colony. It would also be found that the Chinese were fifty per cent. more healthy than the Kaffir boys from Portuguese territory, and were quite as healthy as white men. If the importation of Chinese was interfered with it might jeopardise the loyalty of the South African Colonies to Great Britain.

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\$9.75 per case.

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AT ST. LOUIS EXHIBITION.

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Are you drifting? Are you losing vigour—growing weak and nervous and easily upset? Brace up—

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and get in trim to resist disease. Hall's Coca Wine rescues you from danger—restores your strength—cures all bodily weakness and nervous disorder. Of stores and chemists everywhere. In large and small bottles. Look for the red keystone on the label.

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The ORIGINAL remedy that "kills the Dandruff Germ."

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WE IMPORT these goods, thus enabling us to offer them at rock-bottom prices. We invite you to call and inspect our New Stock before making your Christmas and New Year purchases elsewhere.

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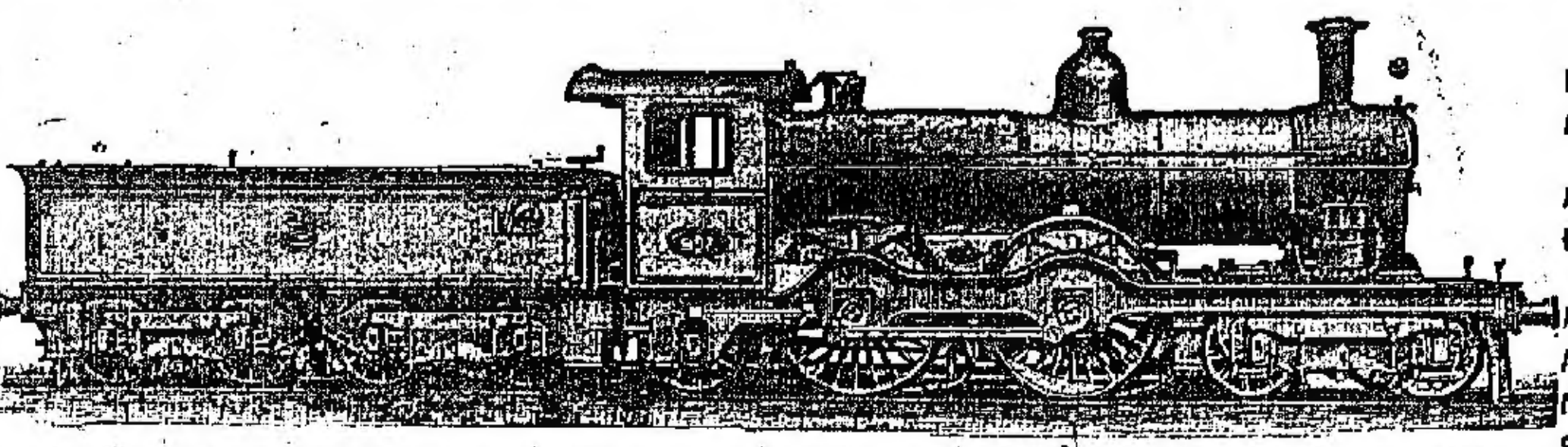
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SHIPPING.

ARRIVALS.

ANPING, Chinese str., 1,550, J. Warwick, 8th Jan.,—Shanghai 5th January, General.—Chinese.

BRAYMAN, British str., 3,801, S. L. Saxby, 8th Jan.,—Molokai 3rd Jan.,—General.—Chinese.

CARL I. FREDERICKS, German str., 774, H. Schlichter, 8th Jan.,—Haiphong 8th Jan.,—General.—Chinese.

DEWAKONG, German str., 1,057, T. V. Bruhn, 8th Jan.,—Anghin (Hankow) 31st Dec.,—Rice and Meal.—Butterfield & Swire.

ERBERT SIMONS, French str., 2,953, Bourdon, 7th January, Yokohama 3rd November, General.—Messageries Maritimes.

FOOSHING, British str., 1,237, T. Arthur, 7th Jan.,—Wuhu and Chinkiang 3rd January, Rice and Peanuts.—Jardine, Matheson & Co.

LOONGMOON, British str., 1,992, A. E. Gundlach, 8th January, Manila 6th Jan., General.—Jardine, Matheson & Co.

TAISANG, British str., 1,544, Rowker, 8th Jan.,—Wuhu and Chinkiang 4th Jan., General.—Jardine, Matheson & Co.

TAIWAN, British str., 1,042, J. Martin, 8th Jan.,—Bangkok 30th Dec., Rice.—Chinese.

THOMAS, Norwegian str., 1,806, P. Jeger, 8th Jan.,—Java 24th Dec., Sugar.—Sunder, Weyer & Co.

CLEARANCES.

At the Harbour Master's Office.
January 8.

Anping, Chinese str., for Canton.

Brayman, British str., for Canton.

Carl I. Frederick, German str., for Swatow.

DeWakong, German str., for London.

Fooshing, British str., for Sydney.

Prinz Waldemar, German str., for Sydney.

DEPARTURES.

January 7.

SUMATRA, British str., for Shanghai.

8th January.

Castor, Norwegian str., for Canton.

Diadem, British str., for Manila.

Booth, British str., for Manila.

Edna, British str., for Manila.

KWANGSHAN, Chinese str., for Shanghai.

LANIER, Austrian str., for Shanghai.

SHIPPING REPORTS.

The British str. *Yuenyung* reports: Moderate S.W. wind and fine weather.

The Chinese str. *Anping* reports: Strong monsoon and cloudy weather.

The British str. *Fooshing* reports: Fresh monsoon and overcast weather.

The British str. *Yuenyung* reports: Rough N.E. monsoon, cloudy and overcast.

The British str. *Taiwan* reports: Strong monsoon as far as Penang, and moderate to fresh from thence.

The British str. *Brayman* reports: From M. to H. fresh N.E. wind and rain with moderate N.E. sea. From H. to Hongkong moderate to light N.E. wind and fine weather with smooth sea.

VESSELS IN DOCK.

January 8.

ABERDEEN DOCK.—*Kiufong, Heching, Poon, On, Calm, Dubat, Tiger.*

COMMERCIAL DOCK.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship.

"HAINAN." Captain A. J. Robson, will be despatched for the above Port TO-DAY, the 9th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS STEAMSHIP CO., General Managers.

Hongkong, 3th January, 1906. 170

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STEAM FOR SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, DREIBAN, SYDNEY AND MELBOURNE.

TO-DAY, the 9th January, at Noon, the Steamship "PHINZ WALDEMAR," Captain Wittenberg, with Mail, Passengers and Cargo, will leave this office as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For Further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 14th December 1905. 188

FOR KOBE.

THE Steamship.

"KOWLOON." Captain H. Stehr, will be despatched for the above Port TO-DAY, the 9th inst., at 4 P.M.

For Freight apply to SIEMSEN & CO., Agents.

Hongkong, 4th January, 1906. 149

FOR SHANGHAI.

Taking Cargo at through rates to TSNIGTAU AND CHENGLUPO.

THE Steamship.

"LOONGMOON." Captain P. Kalkofen, will be despatched for the above Port TO-DAY, the 9th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 3rd January, 1906. 141

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"CALEDONNIEN." Captain Gregory, will be despatched for the above Ports on or about TUESDAY, 9th inst.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 4th January, 1906. 12

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--------------------------------------|------------------|-------------|-------|--------------|-----------------------------|-----------------------------|
| LONDON, &c. VIA USUAL PORTS OF CALL. | DELTA | Brit. str. | 1 m. | C. L. Daniel | P. & O. S. N. Co. | On 13th inst. at Noon. |
| AMSTERDAM, LONDON & ANTWERP. | IDONEUS | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 16th inst. |
| AMSTERDAM, LONDON & ANTWERP. | STENTOR | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 30th inst. |
| AMSTERDAM, LONDON & ANTWERP. | SAINT BEDE | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 13th Feb. |
| AMSTERDAM, LONDON & ANTWERP. | ANTENOR | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 27th Feb. |
| MARSEILLES, &c. VIA PORTS OF CALL. | ERBERT SIMONS | French str. | — | — | MESSAGERIES MARITIMES | To-day, at 1 P.M. |
| MARSEILLES, LONDON & ANTWERP. | GLANTURRET | French str. | — | — | MESSAGERIES MARITIMES | About 16th inst. |
| MARSEILLES, HAVRE, ANTWERP (DIRECT). | KOWANG-SAI | French str. | — | — | MESSAGERIES MARITIMES | About 6th Feb. |
| BREMEN, VIA PORTS OF CALL. | AMBRIS | Ger. str. | k. w. | Wittenberg | HAMBURG-AMERIKA LINIE | On 17th inst. |
| HAVRE & HAMBURG VIA STRAITS, &c. | BRISGAVIA | Ger. str. | k. w. | — | HAMBURG-AMERIKA LINIE | On 24th inst. |
| HAMBURG & STETTIN | ALESIA | Ger. str. | k. w. | — | HAMBURG-AMERIKA LINIE | On 31st inst. |
| HAVRE & HAMBURG VIA STRAITS, &c. | RHENANIA | Ger. str. | k. w. | — | HAMBURG-AMERIKA LINIE | On 10th Feb. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SPEZIA | Ger. str. | k. w. | — | HAMBURG-AMERIKA LINIE | About 12th inst. |
| ODESSA DIRECT | ANDALUSIA | Ger. str. | k. w. | — | HAMBURG-AMERIKA LINIE | About 24th inst. |
| ODESSA DIRECT | RUGIA | Ger. str. | k. w. | — | HAMBURG-AMERIKA LINIE | About 24th inst. |
| ODESSA DIRECT | SILVIA | Ger. str. | k. w. | — | HAMBURG-AMERIKA LINIE | On 24th inst. |
| THIESTE, &c. VIA SINGAPORE, &c. | CHINA | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 20th inst. |
| GENOA, MARSEILLES & LIVERPOOL. | PAKING | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 20th inst. |
| GENOA, MARSEILLES & LIVERPOOL. | PATROCLOS | Brit. str. | — | — | BUTTERFIELD & SWIRE | About 12th inst. |
| NEW YORK VIA PORTS & SUEZ CANAL. | HUDSON | Brit. str. | — | — | STANDARD OIL CO. | About 15th inst. |
| VANCOUVER, VIA SHANGHAI JAPAN, &c. | EMPEROR OF CHINA | Brit. str. | 2 m. | — | CANADIAN PACIFIC R. CO. | To-morrow. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN. | ATHENIAN | Brit. str. | 1 m. | — | CANADIAN PACIFIC R. CO. | On 27th inst. |
| SEATTLE VIA SHANGHAI & JAPAN. | SHAMWUT | Am. str. | — | — | DODWELL & CO., LIMITED. | On 24th inst. |
| PORTLAND, OREGON VIA SHANGHAI, &c. | NINGCHOW | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 27th inst. |
| SAN FRANCISCO | DAKOTA | Am. str. | — | — | PORTLAND & ASIATIC S.S. CO. | On 31st inst. at Daylight. |
| AUSTRALIAN PORTS VIA SIMPSONHAFEN. | ARABIA | Ger. str. | — | — | SHEWAN, TOMES & CO. | On 16th inst. |
| AUSTRALIAN PORTS VIA MANILA. | DAKOTA | Ger. str. | — | — | MELCHERS & CO. | To-day, at Noon. |
| AUSTRALIAN PORTS VIA TIMOR. | PRINZ WALDEMAR | Ger. str. | — | — | BUTTERFIELD & SWIRE | On 16th inst. |
| YOKOHAMA & KOBE | CHIMUO | Brit. str. | 1 m. | — | GIBB, LEVINGSTON & CO. | On 24th inst. at Noon. |
| YOKOHAMA & KOBE | TAIYUAN | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | To-day. |
| YOKOHAMA & KOBE | SPEZIA | Ger. str. | k. w. | — | HAMBURG-AMERIKA LINIE | On 13th inst. P.M. |
| YOKOHAMA & KOBE | KOWLOON | Ger. str. | — | — | SIEMSEN & CO. | To-day, at 4 P.M. |
| YOKOHAMA & KOBE | LOONGMOON | Ger. str. | — | — | SIEMSEN & CO. | To-day, at 4 P.M. |
| YOKOHAMA & KOBE | CALEDONNIEN | Front. str. | 1 m. | — | SIEMSEN & CO. | About 9th inst. |
| YOKOHAMA & KOBE | TRIUMPH | Ger. str. | 1 m. | — | SIEMSEN & CO. | To-morrow, at 10 A.M. |
| YOKOHAMA & KOBE | HANGSANG | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 11th inst. at Daylight. |
| YOKOHAMA & KOBE | KASHING | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 13th inst. |
| YOKOHAMA & KOBE | ARABIA | Brit. str. | — | — | P. & O. S. N. Co. | On 25th inst. at 10 A.M. |
| YOKOHAMA & KOBE | ANPING MARU | Jap. str. | 1 m. | — | OSAKA SHOSHEN KAISHA | On 14th inst. at 10 A.M. |
| YOKOHAMA & KOBE | DAMIN MARU | Jap. str. | — | — | OSAKA SHOSHEN KAISHA | About 15th inst. at 10 A.M. |
| YOKOHAMA & KOBE | FRUITHOF | Ger. str. | — | — | DOUGLAS LAFRANK & CO. | To-day, at 11 A.M. |
| YOKOHAMA & KOBE | HAIBUN | Brit. str. | 2 h. | — | BUTTERFIELD & SWIRE | On 12th inst. at 4 P.M. |
| YOKOHAMA & KOBE | TAMING | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 13th inst. at Noon. |
| YOKOHAMA & KOBE | LOONGSANG | Brit. str. | — | — | SHEWAN, TOMES & CO. | On 20th inst. at Noon. |
| YOKOHAMA & KOBE | ZAFIRO | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 11th inst. |
| YOKOHAMA & KOBE | RUBI | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 16th inst. at 3 P.M. |
| YOKOHAMA & KOBE | KAIFONG | Brit. str. | 1 m. | — | DAVID SASSON & CO., LD. | To-morrow, at 3 P.M. |
| YOKOHAMA & KOBE | PARABATON | Brit. str. | — | — | JARDINE, MATHESON & CO. | On 18th inst. at 3 P.M. |
| YOKOHAMA & KOBE | ABERATON | Brit. str. | — | — | CARLOWITZ & CO. | On 12th inst. at Noon. |
| YOKOHAMA & KOBE | KUTANG | Brit. str. | — | — | CARLOWITZ & CO. | About 12th inst. |
| YOKOHAMA & KOBE | ISCHIA | Ital. str. | — | — | JAVA-CHINA-JAPAN LINE | |
| YOKOHAMA & KOBE | TIMAMI | Dut. str. | — | — | | |

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PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

SHANGHAI VIA SWATOW. "HANGSANG" Thursday, 11th Jan., daylight.

MANILA. "LOONGSANG" Friday, 12th Jan., 4 P.M.

SINGAPORE, PENANG & CALCUTTA. "KUTANG" Tuesday, 10th Jan., 3 P.M.

SAMARANG AND SOERABAYA. "FAUSANG" Tuesday, 16th Jan., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Cebu and Yangtze Ports.

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Hongkong, 9th January, 1906.

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

"DAKOTA," Captain E. FRANKS, On SATURDAY, 27th JANUARY, 1906.

"MINNESOTA," Captain J. H. RINDER, About FRIDAY, 16th MARCH, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points, also Passengers to the United States, Europe, &c.

These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the safe transit of SILK TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA, AGENTS.

Hongkong, 20th December, 1905. 120

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMPEROR LINE." Saving 3 to 7 days' Ocean Travel.

12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration.)

R.M.S. "EMPEROR OF CHINA" 6,000 tons ... LEAVE HONGKONG ... ARRIVE VANCOUVER

"ATHENIAN" 6,000 " ... WEDNESDAY, 10th Jan. ... 31st Jan.

"EMPEROR OF INDIA" 6,000 " ... WEDNESDAY, 24th Jan. ... 17th Feb.

"TAITAI" 6,000 " ... WEDNESDAY, 7th Feb. ... 28th Feb.

"EMPEROR OF JAPAN" 6,000 " ... WEDNESDAY, 21st Feb. ... 17th Mar.

"EMPEROR OF JAPAN" 6,000 " ... WEDNESDAY, 7th Mar. ... 28th Mar.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC COAST TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence 400; via New York 462.

Intermediate rates, affording superior accommodation for that class.

R.M.S. "TAITAI" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese or Japanese Governments.

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent.

Corner Pedder Street and Praya, opposite Blake Pier

1

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON

"ARABIA" 4,493 Metzenthin. January 31st, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.

Hongkong, 27th December, 1905. 113

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

ZAFIRO 2540 R. Rodger Manila. On 13th Jan. Noon.

RUBI 2540 E. Almond Manila. On 20th Jan. Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 8th January, 1906. 115

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

F.S. For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 11th December, 1905. 119

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OBERO, LONDON, LIVERPOOL, GLASGOW, THIRIST, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

AMBRIA HAVRE and HAMBURG ... On 17th Jan. Freight.

Capt. Wittenberg (Calling at Singapore, Penang and Colombo) ... On 24th Jan. Freight.

BRISGAVIA HAVRE, BREMEN and HAMBURG ... On 31st Jan. Freight.

Capt. Russ (Calling at Singapore, Penang and Colombo) ... On 10th Feb. Freight & Passengers.

ALESIA HAMBURG and STETTIN ... On 21st Feb. Freight.

Capt. Luning (Calling at Singapore, Penang and Colombo) ... On 21st Feb. Freight & Passengers.

RHENANIA HAVRE and HAMBURG ... On 21st Feb. Freight.

Capt. Forek (Calling at Singapore, Penang and Colombo) ... On 21st Feb. Freight.

SPEZIA HAVRE and HAMBURG ... On 21st Feb. Freight.

Capt. Porzelius (Calling at Singapore, Penang and Colombo) ... On 21st Feb. Freight.

ANDALUSIA ODESSA DIRECT ... About 12th Jan. Freight.

Capt. Filler (Calling at Singapore and Colombo) ... About 24th Jan. Freight.

RUGIA ODESSA DIRECT ... About 24th Jan. Freight.

Capt. v. Hof (Calling at Singapore and Colombo) ... About 24th Jan. Freight.

SILVIA ODESSA DIRECT ... About 24th Jan. Freight.

Capt. Jager (Calling at Singapore and Colombo) ... About 24th Jan. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

| FROM | STEAMERS | TO SAIL |
|--------------------------|--------------|-------------------|
| GLASGOW and LIVERPOOL... | "SAINT BEDE" | On 11th January. |
| GLASGOW and LIVERPOOL... | "ANTENOR" | On 16th January. |
| GLASGOW and LIVERPOOL... | "OOPACK" | On 23rd January. |
| GLASGOW and LIVERPOOL... | "NINGCHOW" | On 24th January. |
| GLASGOW and LIVERPOOL... | "ACHILLES" | On 30th January. |
| GLASGOW and LIVERPOOL... | "PELEUS" | On 6th February. |
| GLASGOW and LIVERPOOL... | "ALCINOUS" | On 13th February. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|------------------------------------|--------------|-------------------|
| AMSTERDAM, LONDON and ANTWERP | "IDOMENEUS" | On 16th January. |
| GENOA, MARSEILLES and LIVERPOOL | "PAKLING" | On 20th January. |
| AMSTERDAM, LONDON and ANTWERP | "STENTOR" | On 30th January. |
| AMSTERDAM, LONDON and ANTWERP | "SAINT BEDE" | On 13th February. |
| GENOA, MARSEILLES and LIVERPOOL | "PATROCLUS" | On 20th February. |
| AMSTERDAM, LONDON and ANTWERP | "ANTENOR" | On 27th February. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

| FOR | STEAMERS | TO SAIL |
|---|------------|-------------------|
| VICTORIA, SEATTLE, TACOMA, & N. PACIFIC COAST PORTS, VIA NAGASAKI, KOBE AND YOKO. | "NINGCHOW" | On 24th January. |
| HAMA | "YANGTZE" | On 24th February. |

WESTWARD.

| FROM | STEAMERS | DUE |
|---|-----------|-------------------|
| TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST | "PINGSUR" | On 26th January. |
| | "OANFA" | On 26th February. |

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. (9-10)

Hongkong, 8th January, 1906.

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO SAIL |
|---|-----------|------------------|
| MANILA, SEATTLE, TACOMA, & N. PACIFIC COAST PORTS, VIA NAGASAKI, KOBE AND YOKO. | "TAMING" | On 9th January. |
| CEBU and ILOILO | "TAIYUAN" | On 9th January. |
| SHANGHAI | "KALPONG" | On 11th January. |
| MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CATRANS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE | "CHINGTU" | On 16th January. |

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. (11)

Hongkong, 9th January, 1906.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamer. | Tons. | Captain. | Sailing Date. |
|----------|-------|---------------|------------------------|
| SHAWMUT | 9,606 | E. V. Roberts | Saturday, January 27th |

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 15th December, 1905.

(17)

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS. |
|-----------------------------|----------------------|------------|----------------|
| LONDON & C. VIA USUAL PORTS | DELTA | Noon, 13th | See Special |
| OF CALD | C. L. Daniel | January | Advertisement. |
| SHANGHAI | ARCADIA | About 13th | Freight and |
| | A. G. Cubitt, R.N.E. | January | Passage. |

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th January, 1906.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,
PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | SAILING DATES. |
|-----------------------|-------------------------|
| GNEISENAU | WEDNESDAY 17th January |
| ROON | WEDNESDAY 31st January |
| PREUSSEN | WEDNESDAY 14th February |
| ZIEHEN | WEDNESDAY 28th February |
| PRINCESS ALICE | WEDNESDAY 14th March |
| BAVERN | WEDNESDAY 28th March |
| PRINZ REGENT LUITPOLD | WEDNESDAY 11th April |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 25th April |
| SACHSEN | WEDNESDAY 9th May |
| PRINZ HEINRICH | WEDNESDAY 23rd May |
| ROON | WEDNESDAY 6th June |
| PREUSSEN | WEDNESDAY 20th June |
| ZIEHEN | WEDNESDAY 4th July |
| OLDENBURG | WEDNESDAY 18th July |
| BAVERN | WEDNESDAY 1st August |
| PRINZ REGENT LUITPOLD | WEDNESDAY 15th August |
| PRINZ EITEL FRIEDRICH | WEDNESDAY 29th August |

ON WEDNESDAY, the 17th day of JANUARY, 1906, at Noon, the Steamship
"GNEISENAU," Captain Bolte, with MAILES, PASSENGERS, SPECIE, and
CARGO, will leave this Port at noon, on MONDAY, the 15th January. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 16th January, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 16th January.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELOCHERS & CO., AGENTS.
Hongkong, 4th January, 1906.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C.
THROUGH TICKETS ISSUED TO NEW YORK.

| Steamers to COLOMBO | Leave HONGKONG | Connecting Steamers from COLOMBO to | Due at MARSEILLES & LONDON | Due at MARSEILLES (Brindisi 1 day later) | Due at PLYMOUTH (London 1 day later) |
|------------------------|-------------------|--|-------------------------------|---|---|
| ARCADIA | 7000 | Feb. 19 | BRITANNIA | 7000 | Mar. 10 |
| DELHI | 8000 | Feb. 24 | MOLDAVIA | 10000 | Mar. 24 |
| DONGOLA | 8000 | Mar. 10 | MONGOLIA | 10000 | Apr. 7 |
| DELTA | 8000 | Mar. 24 | MOULTAN | 10000 | Apr. 21 |
| OCEANA | 7000 | Apr. 7 | MARMOHA | 10500 | May 5 |
| ARCADIA | 7000 | Apr. 21 | VICTORIA | 7000 | May 20 |
| DEVANHA | 8000 | May 5 | HIMALAYA | 7000 | June 3 |
| DELHI | 8000 | May 19 | INDIA | 8000 | June 17 |

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following—

INTERMEDIATE (non-transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

| STEAMERS. | Leave HONGKONG | Leave SINGAPORE | Due at LONDON |
|-----------|-------------------|--------------------|------------------|
| † JAPAN | Feb. 14 | Feb. 23 | Mar. 31 |
| † SUMATRA | Feb. 25 | Mar. 9 | Apr. 14 |
| † NUBIA | Mar. 14 | Mar. 23 | Apr. 28 |
| † JAVA | Mar. 25 | Apr. 6 | May 12 |
| † FORMOSA | Apr. 11 | Apr. 20 | May 26 |

These Steamers call also at Singapore, Penang, Colombo, and a Malta or Marseilles.

† "SUMATRA" and "NUBIA" call at MARSEILLES.

† "JAPAN," "JAVA" and "FORMOSA" carry only First Saloon Passengers.

For Passage apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th January, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|------------------|-------------------------------------|
| TAMUUI VIA SWATOW AND AMOI | "DALIN MARU" | SUNDAY, 14th Jan., at 10 A.M. |
| SHANGHAI VIA SWATOW, AMOY AND FOCHOW | "ANPING MARU" | THURSDAY, 25th Jan., at 10 A.M. |
| † SHANGHAI VIA SWATOW, AMOY AND FOCHOW | "N. KOBAYASHI" | WEDNESDAY, 10th Jan., at 10 A.M. |
| † SHANGHAI VIA SWATOW, AMOY AND FOCHOW | "H. A. HARRISON" | WEDNESDAY, 10th Jan., at 10 A.M. |
| † SHANGHAI VIA SWATOW, AMOY AND FOCHOW | "H. A. HARRISON" | WEDNESDAY, 10th Jan., at 10 A.M. |

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.

Hongkong, 4th January, 1906.

T. ARIMA, Manager.

(14)

REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALABAR

COAST).

PROPOSED SAILINGS FROM HONGKONG.

1906.

"ATHOLL" | | | | --- | --- | | "ATHOLL" | 12th Jan. | | "PATHAN" | 23rd Jan. | | "ST. GEORGE" | to follow. |

For Freight and further information, apply to

DODWELL & CO., LD.,
Agents.

Hongkong, 3rd January, 1906.

2105-2135

Hongkong, 15th December, 1905.

(100)

VESSELS ON THE BERTH FOR SAN FRANCISCO.

THE Steamship
"DAKOTAH,"
Captain Ross, will be despatched for the above
port on TUESDAY, 16th January.
For Freight and further particulars, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 21st November, 1905.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and
Queensland Ports, and taking through
Cargo to Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE"
Captain Helms, will be despatched for the above
Ports on WEDNESDAY, the 24th inst., at
NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 3rd January, 1906.

(142)

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR

FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG,
KANGKONG, COLOMBO, BOMBAY,
ADEN, SUEZ and PORT SAID.

Taking Cargo at through rates to the BRITISH
to SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.

THE Company's Steamship

"CHINA,"
Captain Levi, will be despatched as above on
WEDNESDAY, the 24th inst., P.M.

This Steamer has splendid accommodation for
passengers, electric light and carries a doctor
and stewardess.

For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Hongkong, 6th January, 1906.

COMPAGNIE DES MESSEGERIES MARITIMES.

FORMARSEILLES HAVRE, ANTWERP (DIRECT).

Taking Cargo to LONDON with prompt
transit at Marseilles.

Calling at MANILA, SINGAPORE, PENANG
AND COLOMBO.

THE Company's Steamship

"KOUANG-SI"
Captain Barillon, will be despatched as above
on or about the 6th February, 1906.

This Steamer has accommodation for Pass-
engers and carries a duly qualified Doctor.

For Freight, Passage and further particulars,
apply to

G. DE CHAMPEAUX,
Agent.

Queen's Building,
Hongkong, 27th December, 1905.

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest
Profusely Illustrated, descriptive of the
people, customs, &c. of the Far East.

The kindly Press criticisms, both Continental
and American, that the production of this
Magazine has evoked is eloquent testimony of
the sterling merit of the publication.

Price
On Sale at "NORTH CHINA HERALD
OFFICE, Shanghai;

Messrs. KELLY & WALSH,
Hongkong;

and all leading Booksellers in the Far East.
Hongkong, 3rd February, 1906.

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS AT THE OUTPOSTS.
A Comprehensive and Complete Record

NEWS OF THE FAR EAST
is given in the

HONGKONG WEEKLY PRESS,
with which is incorporated

THE CHINA OVERLAND TRADE REPORT.
Subscription, paid in advance, \$12 per annum.
Postage to any part of the World \$.

For further particulars, apply to

THE CHINA OVERLAND TRADE REPORT,
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Subscription, paid in advance, \$12 per annum.
Postage to any part of the World \$.

For further particulars, apply to

POST OFFICE NOTICES.

The *Colindale* with the French mail of the 8th December, 1905, left Saigon on Saturday, the 6th inst., at 3 p.m., and may be expected here to-day. This packet brings replies to letters despatched from Hongkong on the 4th November, 1905.

The *Alcedo*, with the English mail of the 12th December, 1905, left Singapore on Saturday, the 6th inst., at 5 p.m., and may be expected here on or about Thursday, the 11th inst., at 4 p.m. This packet brings replies to letters despatched from Hongkong on 14th November, 1905, and the parcel mails closed in London for despatch by the air sea route on 6th December and for despatch overland on the 13th December, 1905.

The *Pillar* Box (No. 1) at Victoria Gap Tram Station, will be cleared at 8.25 a.m., 12.25 p.m., and 4.25 p.m. instead of 9 a.m. and 1 p.m. on weekdays, and 8.25 a.m. on Sunday instead of 9 a.m.

A Special Collection will be made at 10.25 a.m. to catch the Mail for Europe by English French and German packets.

A Mail for MACAO, is despatched per *S.S. Wingchai* on week-days at 5.00 p.m. On Sunday the mail for Macao is closed at 8.00 a.m.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. and at 5.00 p.m.

Mails for NANTAO, SANDE, KONGMOON, KUMCHUK, SAMSHUI, and WUCHOW are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.

*No mails are despatched to these places on Saturday evenings, unless previously notified.

MAILS WILL CLOSE

| FOR | PER | DATE |
|--|----------------|--------------------------|
| Shanghai | Anglo-Siam | Tuesday, 9th, 9.00 A.M. |
| Swatow | Hainan | Tuesday, 9th, 10.00 A.M. |
| Simpsonhafen, Friedrich, Wilhelmshafen, Herlitzshofe, Matupi, Brisbane, Sydney and Melbourne | Prinz Waldemar | Tuesday, 9th, 10.00 A.M. |
| TUESDAY, 9th. | | |
| Europe, &c., India via Puloer | Ernest Simons | 10.00 A.M. |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. | | |
| WEDNESDAY, 10th. | | |
| Europe, &c., India via Puloer | Ernest Simons | 10.00 A.M. |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. | | |
| THURSDAY, 11th. | | |
| Europe, &c., India via Puloer | Ernest Simons | 10.00 A.M. |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. | | |
| FRIDAY, 12th. | | |
| Europe, &c., India via Puloer | Ernest Simons | 10.00 A.M. |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. | | |
| SATURDAY, 13th. | | |
| Europe, &c., India via Puloer | Ernest Simons | 10.00 A.M. |
| Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. | | |

TO-DAY.
Sale, Household Furniture, &c., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.
TOMORROW.
Sale, Miscellaneous, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.
Sale, Japanese Curios, Sales Rooms, Mr. Geo. P. Lammert, 3.30 p.m.

COMMERCIAL.

| CLOSING QUOTATIONS. | | 8th January. |
|-----------------------------------|-------|--------------|
| Telegraphic Transfer | 2.00 | |
| Bank Bills, on demand | 2.00 | |
| Bank Bills, at 30 days sight | 2.00 | |
| Bank Bills, at 4 months sight | 2.00 | |
| Creditor, at 4 months sight | 2.00 | |
| Documentary Bills, 4 months sight | 2.00 | |
| ON PARI. | | |
| Bank Bills, on demand | 2.00 | |
| Creditor, at 4 months sight | 2.00 | |
| ON GERMANY. | | |
| On demand | 2.00 | |
| ON NEW YORK. | | |
| Bank Bills, on demand | 2.00 | |
| Creditor, at 4 months sight | 2.00 | |
| ON HONGKONG. | | |
| Telegraphic Transfer | 2.00 | |
| Bank, on demand | 2.00 | |
| ON CALCUTTA. | | |
| Telegraphic Transfer | 2.00 | |
| Bank, on demand | 2.00 | |
| ON SHANGHAI. | | |
| Bank, at sight | 2.00 | |
| Private, 30 days sight | 2.00 | |
| ON YOKOHAMA. | | |
| On demand | 2.00 | |
| On SINGAPORE. | 2.00 | |
| On BATAVIA. | 2.00 | |
| On HAITHONG. | 2.00 | |
| On SANGHAI. | 2.00 | |
| On BANGKOK. | 2.00 | |
| On SOERABAYA. | 2.00 | |
| GOLD LEAF, 100 fine, per tola | 11.70 | |
| SILVER, per oz. | 2.00 | |

OPIUM.

| Quotations are— | | 3rd January. |
|----------------------|-------|--------------|
| Malwa New | 10.00 | |
| Malwa Old | 10.00 | |
| Malwa Older | 10.00 | |
| Malwa V. Old | 10.00 | |
| Persian fine quality | 11.50 | |
| Persian extra fine | 12.00 | |
| Panna New | 10.00 | |
| Panna Old | 10.00 | |
| Panna V. Old | 10.00 | |
| Beasur Old | 10.00 | |

VESSELS EXPECTED.

THE FRENCH MAIL.
The *M.M. str. Calcedon* left Saigon on Saturday, the 6th Jan., at 3 p.m. for this port.

THE AMERICAN MAIL.
The *O. & O. str. Doric* left Manila on the 5th Jan., p.m., and is expected to arrive to-morrow at noon.

THE ENGLISH MAIL.
The *P. & O. str. Arcadia* left Singapore for this port on the 6th Jan., at 5 p.m., and is due here on the 11th Jan., about 4 p.m.

THE CANADIAN MAIL.
The *C.P.R. str. Empress of India* left Vancouver on Tuesday, the 26th Dec., a.m., for Hongkong via the usual ports of call.

MERCHANT STEAMERS.
The *J. & C. str. Tjimon* left Kobe via Swatow and Amoy for this port on the 23rd Dec., and may be expected here to-day.

The *str. Zepho* left Manila for Hongkong via Amoy on Friday, the 5th Jan., and is due here on or about to-day at daylight.

JOINT STOCK SHARES.

| Hongkong, January 8. | | PAID UP. | QUOTATIONS. |
|------------------------|-------|---------------|-------------|
| COMPANY. | | | |
| Alhambra | \$200 | \$100, buyers | |
| Bank— | | | |
| Hongkong & S'hai | \$125 | \$80, buyers | |
| National B. of China | | | |
| A. Shares | 25 | \$38, buyers | |
| Hell's Asbestos E. A. | 125 | \$71, sales | |
| China-Borneo Co. | \$12 | \$30, buyers | |
| China Light & P. Co. | \$10 | \$30, buyers | |
| China Provident | \$10 | \$30, buyers | |
| Cotton Mills— | | | |
| Ewo | 115 | \$15, buyers | |
| Hongkong | 115 | \$15, buyers | |
| International | 115 | \$15, buyers | |
| Loon Kiang | 115 | \$15, buyers | |
| Soyabean | 115 | \$15, buyers | |
| Dairy Farm | 115 | \$15, buyers | |
| Docks and Wharves— | | | |
| Farman, B. & Co. | 115 | \$15, buyers | |
| H. & K. Wharf & G. | 115 | \$15, buyers | |
| H. & W. Dock | 115 | \$15, buyers | |
| New Amoy Dock | 115 | \$15, buyers | |
| S'hai & H. Wharf | 115 | \$15, buyers | |
| Farwick & Co. Geo. | 25 | \$25, buyers | |
| G. Island Cement | 25 | \$25, buyers | |
| Hongkong & S. Gas | 25 | \$25, buyers | |
| Hongkong Electric | 25 | \$25, buyers | |
| Do, New | 25 | \$25, buyers | |
| H. H. L. Tramways | 25 | \$25, buyers | |
| Hongkong Hotel Co. | 25 | \$25, buyers | |
| Hongkong Ice Co. | 25 | \$25, buyers | |
| Hongkong Rope Co. | 25 | \$25, buyers | |
| H'kong S. Waterfront | 25 | \$25, buyers | |
| Insurance— | | | |
| Canton | 50 | \$315, buyers | |
| China Fire | 50 | \$30, buyers | |
| China Traders | 50 | \$30, buyers | |
| Hongkong Fire | 50 | \$30, buyers | |
| North China | 50 | \$30, buyers | |
| Union | 50 | \$30, buyers | |
| Yangtze | 50 | \$30, buyers | |
| Land and Building— | | | |
| Hongkong Land | 100 | \$125, buyers | |
| Humphrey's Estate | 100 | \$125, buyers | |
| Kowloon Land & B. | 100 | \$125, buyers | |
| Shanghai Land | 100 | \$125, buyers | |
| Westpoint Building | 100 | \$125, buyers | |
| Mining— | | | |
| Charbonnages | 250 | \$400, buyers | |
| Indo-China S. N. Co. | 250 | \$400, buyers | |
| Philippine Co. | 250 | \$400, buyers | |
| Refineries— | | | |
| China Sugar | 100 | \$205, buyers | |
| Lusong Sugar | 100 | \$205, buyers | |
| Steamship Companies— | | | |
| China and Siam | 25 | \$20, buyers | |
| Douglas Steamship | 25 | \$20, buyers | |
| H. & K. M. & A. | 25 | \$20, buyers | |
| Indo-China S. N. Co. | 25 | \$20, buyers | |
| Shell Transport Co. | 25 | \$20, buyers | |
| Do, Preference | 25 | \$20, buyers | |
| Star Ferry | 25 | \$20, buyers | |
| Do, New | 25 | \$20, buyers | |
| Shanghai & H. Dyeing | 25 | \$20, buyers | |
| South China M. Post | 25 | \$20, buyers | |
| Steam Laundry Co. | 25 | \$20, buyers | |
| Do, Foundry | 25 | \$20, buyers | |
| Stores & Dispensaries— | | | |
| Campbell, M. & Co. | 100 | \$38, buyers | |
| Powell & Co. Wm. | 100 | \$38, buyers | |
| Watkins | 100 | \$38, buyers | |
| Watson & Co. A. S. | 100 | \$38, buyers | |
| United Asbestos | 100 | \$38, buyers | |
| Do, Foundry | 100 | \$38, buyers | |

VEINON & SMYTH, Brokers.

MESSRS. FALCONER & CO., REGISTER.

January 8.

Barometer 9 a.m. 30.09 Therm. (Wetbulb) 9 a.m. 61

Barometer 1 p.m. 30.05 Therm. (Wetbulb) 1 p.m. 61

Barometer 4 p.m. 30.03 Therm. (Wetbulb) 4 p.m. 62

Thermom. 9 a.m. 64 Therm. Maximum 65

Thermom. 1 p.m. 64 Therm. Minimum 60

Thermom. 4 p.m. 65 Therm. Night 60

Thermom. 8 p.m. 65 Therm. Night 60

Thermom. 11 p.m. 65 Therm. Night 60

Thermom. 12 a.m. 65 Therm. Night 60

Thermom. 1 a.m. 65 Therm. Night 60

Thermom. 2 a.m. 65 Therm. Night 60

Thermom. 3 a.m. 65 Therm. Night 60

Thermom. 4 a.m. 65 Therm. Night 60

Thermom. 5 a.m. 65 Therm. Night 60

Thermom. 6 a.m. 65 Therm. Night 60

Thermom. 7 a.m. 65 Therm. Night 60

Thermom. 8 a.m. 65 Therm. Night 60

Thermom. 9 a.m. 65 Therm. Night 60

Thermom. 10 a.m. 65 Therm. Night 60

Thermom. 11 a.m. 65 Therm. Night 60

Thermom. 12 p.m. 65 Therm. Night 60

Thermom. 1 p.m. 65 Therm. Night 60

Thermom. 2 p.m. 65 Therm. Night 60

Thermom. 3 p.m. 65 Therm. Night 60

Thermom. 4 p.m. 65 Therm. Night 60

Thermom. 5 p.m. 65 Therm. Night 60

Thermom. 6 p.m. 65 Therm. Night 60

Thermom. 7 p.m. 65 Therm. Night 60

Thermom. 8 p.m. 65 Therm. Night 60

Thermom. 9 p.m. 65 Therm. Night 60

Thermom. 10 p.m. 65 Therm. Night 60

Thermom. 11 p.m. 65 Therm. Night 60

Thermom. 12 a.m. 65 Therm. Night 60

Thermom. 1 a.m. 65 Therm. Night 60

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Thermom. 5 a.m. 65 Therm. Night 60

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Thermom. 7 a.m. 65 Therm. Night 60

Thermom. 8 a.m. 65 Therm. Night 60

Thermom. 9 a.m. 65 Therm. Night 60

Thermom. 10 a.m. 65 Therm. Night 60

Thermom. 11 a.m. 65 Therm. Night 60

Thermom. 12 p.m. 65 Therm. Night 60

NOTICES TO CONSIGNEES.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &c.

THE Company's Steamship

"INDRAMAYO."

having arrived from the above Ports, Consignees of

Cargo are hereby informed that their Goods

are being landed and placed at their risk in

the Hongkong and Kowloon Wharf and

Godown Company's hazardous wharf and extra

hazardous Godowns at Kowloon, where each

Consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

Goods not cleared by the 10th inst., at 4 p.m.,

will be subject to rent.

No Fire Insurance will be effected by us in

any case whatever.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within ten

days after the vessel's arrival here, after which

no claims will be recognised.

Optional goods will be landed here unless

instructions are given to the contrary before

NOON, TO-DAY.

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 3rd January, 1906. [144]

OCEAN STEAMSHIP COMPANY,

LIMITED,

AND

CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PATROCLES."

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 6th inst.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 a.m., on the 10th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 10th inst., will

be subject to rent.

All Claims against the Steamer must be

presented to the undersigned on or before the

13th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 3rd January, 1906. [910]

NOTICE TO CONSIGNEES.

S.S. "FERNANDEZ HERMANOS,"

FROM MANILA.

CONSIGNEES of Cargo are hereby

informed that all Goods are to be taken

from alongside.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 4th January, 1906. [151]

FROM HAMBURG, PORT SAID,